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Special Issue
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Auto EXPRESS

SPECIAL ISSUE

136 BRILLIANT NEW CARS



COMING SOON TO A SHOWROOM NEAR YOU

NEW JAGUAR XF

FULL STORY More space,
style and tech... This really
is the year of the cat



DRIVEN

RANGE ROVER SPORT SVR

"Faster than it has any right to be"



NEW MAZDA CX-3

We drive the SUV with a hint of MX-5

TESTED Mazda 2 vs Polo and Fiesta

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**Online
this week**



**First UK drive of the
new Leon X-Perience**

SEAT's award-winning Leon ST estate is going mud-plugging in the form of the new X-Perience crossover – and we try it on British soil for the first time.

Similar in concept to the Skoda Octavia Scout, the jacked-up estate uses a Haldex clutch system to shuffle power between all four wheels, gets 28mm extra ride height and rugged body cladding to tackle terrain most crossovers can't. Head online for our verdict.

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Owners really loved the old XF; can the new car repeat the feat?



AE SOMETIMES I think there aren't enough motor shows for all the cars Jaguar and Land Rover want to launch. It's the New York Motor Show next week, and this time it's the world debut of the all-new XF.

We got a sneak preview a few weeks ago and it has all the ingredients to be another winner from Jaguar. It's certainly got the stats to compete with the BMW 5 Series and Mercedes E-Class and, for once, it's got more room inside than most, too.

Jaguar has listened hard to what owners of current XFs have had to say about their cars – although from our experience, they're a satisfied bunch. We named the XF Car of the Decade as a result of its continual high scores in our Driver Power customer satisfaction survey.

As well as revealing the new XF, we've also driven the Range Rover Sport SVR this week – the first model fettled by Jaguar Land Rover's Special Vehicle Operations division, set up to rival Merc's AMG, Audi's RS and BMW's M operations.

It's also the first report written by Steve Sutcliffe, who we're delighted to welcome to Auto Express. Steve's a world renowned writer and driver – so quick on a circuit that when I was with him many years ago when he drove an F1 car, members of a rival team asked who the hot new driver on test was!

Steve's also uncovered news about other models coming from JLR's SVO team, with extreme off-roaders and ultimate luxury models on the way.

Busy is the best way to describe JLR these days – it's a small company that's growing fast. That can be an easy way to drop the ball, but from

what we've seen so far, that's far from the case. Let's see if the new XF can keep its owners as happy as the last one did.



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■ **New 5 Series rival takes engines and tech from XE**
 ■ **Stiffer, with new suspension; should be better to drive**



Steve Fowler

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AE IT'S no exaggeration when Jaguar bosses say that 2015 is the year of the cat. Before the BMW 3 Series-rivalling XE even hits showrooms and hot on the heels of the confirmation of the F-Pace SUV, the company is unveiling an all-new version of the XF – a model that was voted Car of the Decade by readers of Auto Express.

The newcomer, with clear echoes of the XE in the design, will arrive in UK showrooms towards the end of this year, featuring much of the lightweight tech and new engines debuting in the XE... and then some.

Jaguar's design chief Ian Callum gave Auto Express a guided tour of the new XF, telling us what the brand's trying to achieve with the new model: "We've listened to what existing customers have asked for, so the car is more mature, sophisticated and with more room," he said.

"Our first objective is always proportion and stance, and we've protected the sporty profile of the XF even with a bigger cabin.

"In fact it's shorter and lower than the old car, but the width is about the same. And it's got the best legroom in the business – you've never heard

that before from Jaguar." The new Jaguar family look with its upright grille and swept-back lights is complemented by some lovely detailing, like the winglets that sit either side of the bonnet.

"We've continued with the front end graphics for the XF because it's important we have a family look people will recognise – Jaguar isn't very well known around the world," said Callum. "This car is assertive and aggressive, without being vulgar – it's very British."

The sportier S models, like the car in our pictures, get deep air intakes below the bumper, while all models feature a distinctive Jaguar bonnet bulge. The strong, long window line has a new kick-back graphic around the rear three-quarter window, while a bold shoulder line gives the car what Callum calls "visual length", peaking over the rear wheelarch and fading away towards the back.

The new XF is remarkably aerodynamic, too, according to Callum: "Aeros play a big part in how we



HIT Current XF is a hit with owners but is overdue an update



"The new Jaguar family look is complemented by detailing like winglets either side of bonnet"





ALL-NEW JAGUAR XF IS HERE

OFFICIAL



design the car," he said. "But it's a challenge – Jaguar design emanates from soft shapes, but they're not good for aerodynamics – straight lines and sharp edges are. So we look for a balance, with efficiency."

That efficiency is continued at the back, with an aerodynamic element to the tail-lamps, which again follow on from recent Jaguar graphic trends started with the F-Type and continuing with the XE. This time, though, there are two round elements to each tail-lamp.

The inside takes themes from the XE, XJ and current XF, so the famous revolving air vents that tumble into position as you press the starter button are still present. However, they're now on the outer edges of the dashboard rather than in the middle, for packaging reasons – no

Wraps are off sharper-looking, hi-tech Mk2 exec, and we have all the important details

CLASSIER DESIGN

Interior features Jag's new Reva hoop design, running around from the doors, and looks very elegant

TOUCHSCREEN

New 10.2-inch display cleans up dash, and uses JLR's InControl infotainment system

AUTO BOX

Start engine, and rotary dial that controls eight-speed auto still rises up, giving sense of occasion



FAMILIAR FACE

LED daytime running lights are carried over from F-Type, as part of full-LED headlamp set-up. Tail-lights also take cues from Jag sports car, and are aero efficient





doubt due to the 10.2-inch touchscreen now available. The familiar, rising rotary gear selector is also present and correct.

Jaguar's 'Reva hoop' design runs from the doors around the dash, meeting at the centre with a neat Jaguar badge. The overall theme is one of cossetting comfort that's both simple and elegant.

Plus, there's a step up in technology with InControl Touch Pro, taking Jaguar's connectivity to the next level thanks to the bigger screen and quad core processors that'll cut response times and allow snazzier graphics. As with the rest of the JLR line-up, there's a Meridian sound system upgrade – this time with 17 speakers and 825W of power.

The main instrument panel is a 12.3-inch TFT display that's highly configurable, while full LED headlights feature for the first time on a Jag, too.

Like the XE, the XF features Jaguar's aluminium-intensive architecture, so it's 190kg lighter than the outgoing model.

The wheelbase is 51mm longer, even though the car is 7mm shorter than before, and engineering boss Ian Hoban claims there's more headroom, but the car is 3mm lower than before. The 540-litre boot is bigger than in a Mercedes E-Class or a BMW 5 Series.

Dynamics are improved thanks to a body that's 28 per cent stiffer and 11 per cent lighter, while at the front there's double wishbone suspension similar

to that of the F-Type. Integral link was chosen for the rear set-up for the best blend of comfort and handling, while Jaguar's Configurable Dynamics with continuously variable damping will be an option to tweak the dampers, steering and eight-speed auto box.

Electric power-steering also features, and as with all new Jags the XF will be available with four-wheel drive.

Engine choices include members of the new Ingenium engine family that debuts in the XE, with 161bhp and 178bhp 2.0-litre diesels. The former will be sold with Jaguar's new 'E' badge (see Page 12) as it'll emit only 104g/km of CO₂ and claim 70mpg-plus.

There'll also be a revised version of the 296bhp 3.0-litre twin-turbodiesel with a whopping 700Nm of torque, while the 375bhp 3.0-litre V6 petrol from the F-Type will also feature.

We'd expect trim levels to broadly mirror those of the XE, with SE, Prestige, R-Sport (with sportier bodywork) and Portfolio. The S badge will be reserved for the hottest models until an SVR version arrives, possibly as early as 2016.

With the F-Pace filling the slot of a more practical Jaguar next year, it may be a little bit longer before we see any replacement for the XF Sportbrake. However, saloon versions should be in Jaguar showrooms in September.

PAGE 12: Jaguar plays name game



"Electric power-steering features, and as with all new Jags, XF will be offered with four-wheel drive"



SVO takes aim at AMG with three new ranges for Jags and Landies

■ **SVR performance cars to be joined by SVX all-terrain models**
 ■ **Third pillar of luxury cars to come, too; badge to be confirmed**



Steve Sutcliffe
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AE JAGUAR Land Rover wants to achieve many things with its new SVO (Special Vehicle Operations) brand of cars, but the main goal is to emulate, if not surpass, what AMG has managed for Mercedes.

Eventually there will be three different SV ranges of Jaguar and Land Rover cars, each with a different letter following the SV moniker to indicate whether it is a sporting car, an all-terrain car or an out-and-out luxury car.

SVR models will be the sporting ones, with the R for race. To qualify for an SVR badge, a new Jaguar or Land Rover will need to be lighter, more aerodynamically efficient and more powerful than any other model in its range. It will also need to be four-wheel drive.

The all-terrain models will be badged SVX, and these will also all be four-wheel drive and more capable off-road than any other models in their respective ranges. The third SV badge will be worn by JLR's out-and-out luxury cars, but the

third letter has yet to be revealed. SVL, where the L stands for luxury, would seem to be the obvious choice. But this could be confused with a long-wheelbase version so won't be chosen, claims a source.

SVC (comfort) sounds a bit too much like a shopping channel to fit the bill in this instance, while SVP (where the P stands for premium or premier) feels like something that requires an on-paper reply rather than a £100k-plus price tag and all the bells and whistles inside.

The jury is still out, in other words, as to what JLR's top-end luxury cars will be badged. All will be revealed in April at the New York Motor Show, and at that point the company's high-end line-up should make perfect sense, it's hoped.

In the meantime, we also understand that the RS badge will not be retained by any Jaguar. That will mean Jaguars will either be known in their base forms (ie simply Jaguar XF) or as R models or, ultimately as SVRs. Confused? You soon won't be...

"The jury is still out as to what JLR's top-end luxury cars will be badged – but all will be revealed at the New York Motor Show in early April"

■ **OFFICIAL**



SVR BADGE
 This will adorn the top performance models in the JLR line-up – and we've driven the first, the Range Rover Sport SVR (below), on Page 30



...while eco models get a new badge, too

OUR spies have caught the Jaguar XE wearing a new badge – but this time it's the most efficient model in the range. A blue E will be used to denote the most frugal and lowest CO₂ emitting models across the entire Jaguar line-up.

German rivals already do a similar thing, with the Ultra name reserved for the most fuel-efficient Audis and BMW using the ED initials for those cars with the full range of EfficientDynamics technologies.

The car in our picture is powered by the 161bhp 2.0-litre diesel engine from Jaguar Land Rover's new Wolverhampton-built Ingenium engine family, which in the XE emits just 99g/km of CO₂ and

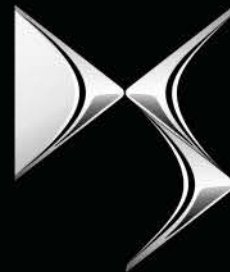
claims an average of 75mpg. The same engine will also be used in the new XF-E, where emissions will be 104g/km and average economy is set to be just over 70mpg.

Land Rover has already announced that the most efficient version of the facelifted Evoque, revealed at the Geneva Motor Show, will feature a blue Evoque badge. That car also gets the 161bhp Ingenium engine. The same engine will slot into the new Discovery Sport model later this year, and we'd expect that car to receive a similar blue badge treatment to the Evoque.

■ **EXCLUSIVE**



New E badging will be used to denote the most fuel-efficient models in the Jaguar range, starting with XE



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Self-driving Merc take

■ **First ride in Mercedes' hi-tech F 015 autonomous fuel-cell car**



Jonathan Burn
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AE "THE car is growing beyond its role as a mere means of transportation." So says Mercedes, and its F 015 Luxury In Motion research vehicle is the perfect demonstration. This 5.2-metre-long road-going spaceship is powered by hydrogen, generates its own electricity, emits no CO₂ and has a 684-mile range – plus, it can drive itself independently.

This isn't the first time we've seen the F 015; it debuted at January's Consumer Electronics Show (CES) in Las Vegas. But this is our first hands-on experience.

The car is slightly longer, wider and taller than a long-wheelbase S-Class. Vast twin rear-hinged doors open to 90 degrees, giving access to more of a mobile living space than a traditional car interior, with four independent rotating chairs. Driver and front seat passenger can spin 180 degrees to sit face-to-face with those in the back.

The F 015 glides off to the whirr of an electric motor. It's an odd but absorbing experience to be ushered around without the input of a driver. While the state of California has given the likes of Mercedes permission to trial autonomous vehicles

on public roads, for safety reasons we were confined to a private testing facility.

The F 015 navigated a scale mock-up of a crowded junction without putting a foot wrong. As this is going on, the car is in constant communication with the outside world and assessing potential dangers using a labyrinth of integrated lasers, radars and LED fields.

As the driver is now a spare part, this new method of transportation allows you to fully immerse yourself in the F 015's lavishly appointed cabin. You can't help but be drawn to the completely digital surround view, made up of six screens on the doors and dash, and all controlled via hand gestures, eye tracking or touch.

The F 015 is designed to tackle journeys which are a chore, enabling drivers to become passengers and use their time more effectively. But there is a manual override function, allowing you to take full control of the car – engage this, and the steering wheel extends from the dashboard automatically.

Autonomous tech is already trickling down into mainstream models, but the F 015 takes it to the next level and is the ultimate sign of faith in the tech. It points to a fully autonomous Mercedes hitting the road, we think, in around 20 years.



F 015 is longer than a LWB S-Class; our man Burn shows off vast screens inside

■ **ON THE ROAD**



As spies catch next E-Class on the road

A BIT closer to Mercedes' dealers than the F 015 Luxury in Motion (above) is the new E-Class. Our spies have caught a disguised prototype on test, and our exclusive image shows the curvier look of the next exec, due early in 2016.

Inspired by the latest S-Class and C-Class, the Mk5 version of the BMW 5 Series rival is set to move away from the current boxy styling in favour of softer features and a sleeker profile.

The spy shots show a slight increase in size, down to the new rear-wheel-drive MRA platform which underpins the S-Class and C-Class. It'll boost

passenger space, and the lightweight architecture should bring increased performance and better dynamics.

The fresh cabin will borrow S-Class features like the floating tablet-style infotainment system and digital instruments. As with the current car, an Estate will follow the saloon, with a Coupé and Convertible due in 2017.

Specs are yet to be announced, but expect the familiar four and six-cylinder petrol and diesel engines, plus a plug-in hybrid. A storming AMG E-Class will return, with the 4.0-litre twin-turbo V8 likely to push power up to 600bhp.



s us for a spin



LEDs shine blue when car is driving itself; they switch to white when driver has taken over controls



Q&A

HOLGER HUTZENLAUB SENIOR MANAGER, MERCEDES ADVANCED DESIGN

Q The F 015 doesn't look like any current Mercedes. Was that intentional?

A "We started with a blank canvas. There was no real design influence; a clean and fresh design was necessary. The one-box shape was essential. If you go for a two or three-box design, it will just look like another regular car."

Q So will we see some of the design on future production Mercedes models?

A "There will always be some kind of reflection to production cars; we don't know exactly what yet, but there will be influence. We are throwing the rope to the future with this car."

Q What is the biggest hurdle you have to overcome with the car?

A "Legislation is the main issue. When it comes to this type of technology, you need a society of innovation and forward thinking."

Q How do you convince people about the technology?

A "It's a generation thing. People are now growing up with computers and smartphones, so this sort of technology will become almost normal to them. The older generation does not have that experience, though."

Amazing technology under the skin

THE F 015's suite of new tech deserves special mention. To allow fully autonomous driving, the car employs sophisticated GPS sensors, four fish-eye cameras and 12 radar sensors.

To warn other road users and pedestrians that the car is in autonomous mode, the front and rear LEDs glow blue. Switch to manual mode, and the lighting changes to a crisp white, plus the front passengers' seats face the direction of travel.

While the car we tested was pre-programmed to make a specific journey, Mercedes aims to have

fully autonomous vehicles on the road that can transport you with the ability to handle constantly changing scenarios and traffic situations.

Not only is Mercedes reinventing the way we travel, it's also looking at the world we travel in. A document called 'City of the Future 2030+' spells out the brand's plans for a city designed around autonomous vehicles. This would allow cars to drop drivers off at pre-selected destinations, find somewhere to park, refuel automatically and then return to collect their drivers when called on.



Disguise can't hide influence of S-Class on next E-Class

Christian Schulte



EXCLUSIVE IMAGE



Shape of tail-lights also just about visible, and our image shows look of 2016 model

Average fine for steal

■ And average prison sentence is less than three months, sparking calls for stricter sentencing



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AE THE AA believes jail terms and fines for car theft should be “overhauled” after Auto Express revealed the punishments handed out by courts.

Our recent Freedom of Information request to the Ministry of Justice showed that 1,780 criminals were sentenced in England and Wales in 2013 for car theft, with only 16 per cent receiving an immediate prison sentence. The average term for those 293 who were actually locked up was only 2.6 months, while the average fine for unauthorised taking of a motor vehicle was a mere £175.54.

While the total number of convictions is down since 2010, the custody rate and average sentence in 2013 was the lowest for four years. An AA spokesman said: “They’re quite shocking figures really. It’s a sad reflection on society. I think the way that penalties are dished out needs to be overhauled, because it’s putting out the wrong message.”

The Institute of Advanced Motorists (IAM) agreed that tougher sentencing was needed for persistent offenders. Neil

Greig, IAM director of policy and research, said: “Many people seem to think that vehicle theft is a victimless crime because most drivers are insured. It is far from that, as it causes upset, stress and financial loss for many as they struggle to keep the best car they can afford on the road.

“We feel that the most draconian sentences should be kept for those persistent offenders who repeatedly steal cars and seem to get away with it time after time.”

Court fines are traditionally means tested, and criminals will often agree to pay money back in instalments, meaning that some debts are never fully settled. The AA spokesman added: “A lot of people feel outraged that these fines are so low. It’s the same problem with uninsured driving.”

The Freedom of Information statistics also revealed that the average prison sentence for causing death by dangerous driving was 52.4 months. Causing death by careless or inconsiderate driving carries an average 13.5 months in prison and a £1,622 fine – although the custody rate was only 26 per cent.

A Ministry of Justice spokesman explained that sentencing was down to the judge in each individual case, but said a review of driving offences and penalties was underway. He added: “The review will be used to inform possible legislative changes in the next Parliament. Judges already have tough sentencing options available to them for driving offences, but we’re continuing to strengthen their options.”

“Fines are means tested, and criminals will often agree to pay money back in instalments; some debts are never fully settled”

OFFICIAL

HOW STRICT IS CAR THEFT PUNISHMENT?

Figures for defendants found guilty and sentenced at all courts in England and Wales in 2013 for unauthorised taking of a motor vehicle. Source: Ministry of Justice

1,780
sentenced

16%
custody rate

2.6 months
average sentence

£175.54
average fine

Tesla update gives Model S range boost

TESLA has announced more updates to its Model S to keep owners enjoying the car’s latest technology.

Version 6.2 of its operating system – which owners will receive next week – includes Range Assurance, which communicates with Tesla’s Supercharger charging network and warns the owner before they run out of range. The nav set-up will direct them to the nearest Supercharger, taking into account numerous factors including traffic, temperature, wind speed and elevation.

A new Trip Planner function will direct the driver to their destination, taking into account the most convenient charger

locations and charge time needed.

Other new features include blindspot-warning sensors, a valet mode, better radio reception and improved pedal feel.

Tesla’s also given a sneak peek of the Model S’s Version 7 update. It’ll include self-steering tech and improved cabin functionality. Development cars are currently able to drive from San Francisco to Seattle without the driver ever touching the wheel, thanks to the auto steering. V7 will also sweep in a new user interface for the 17-inch tablet-like touchscreen. It’ll be slicker and easier to use than at present.



■ NEW McLAREN IS 570S

McLAREN has revealed the name and a teaser shot (above) of the first member of its new Sports Series family ahead of its New York Motor Show debut in April.

The 570S coupé follows the naming strategy set out with the 650S – referring to the car’s power output of 570PS, or 562bhp. It also confirms the brand’s three-tiered model range, with the Sports Series joining the Super Series (650S) and Ultimate Series (P1). Like those cars, the new V8 model will use McLaren’s carbon fibre passenger cell.

ing a car is £175

NEED TO KNOW...
 "Number of car thefts is down but custody rate is the lowest since pre-2010. More than 1,000 offenders caught escaped immediate custody or a fine"



OPINION



Graham Hope
Deputy editor

EVER thought of nicking a car? Probably not. But you might ask yourself why after reading our story.

You're probably not that way inclined. I'm not, either. But there will be others with lower morals who quite rightly calculate the ratio of risk to reward is skewed massively in their favour.

An average fine of £175 for taking a vehicle that may be worth tens of thousands is no deterrent to criminals, especially when there is little likelihood of prison.

The AA calls our findings "shocking", but I'd disagree. The really shocking thing is they're entirely predictable.

As we've shown time and again, those who break the law in relation to cars are treated far too lightly. A rethink of the penalties dished out is long overdue.

"The ratio of risk to reward is skewed massively in thieves' favour"

news in brief



Special-edition Exige unleashed

LOTUS has unveiled a new Club Racer version of its Exige coupé (above), to sit above the Exige S.

It gets matt-black detailing on the bonnet, roof and rear wing, and inside there are lightweight seats and a new centre console, helping to reduce kerbweight by 15kg. Mechanically unchanged, it's on sale now, priced £54,500.

Also unveiled is a special edition of the Elise, to celebrate the lightweight roadster's 20th anniversary. It costs £39,900.

Revamped MG6 hatch on the way

MG'S announced "comprehensive" updates to its MG6 family hatch ahead of the car's April release. Significant revisions are set to be made to the exterior, interior and engine range, although all we've seen so far is a teaser shot of the new headlamp design.

An upgraded cabin will feature soft-touch materials and a "state-of-the-art" navigation system, while the 1.9-litre diesel will be updated to boost economy and reduce CO₂ emissions.

Hi-tech eye-tracking lights from Vauxhall

VAUXHALL'S revealed plans to revolutionise the humble headlamp by adopting 'eye-tracking' tech. The system uses a dash-mounted camera with infra-red sensors that can scan the driver's eyes up to 50 times per second.

It then adjusts the beam vertically or horizontally to ensure the area you're looking at on the road is illuminated. Vauxhall plans to introduce this in the next few years as part of its new adaptive high-beam Matrix LED system, which turns off individual LEDs to prevent dazzling oncoming cars.

Kia's classier Optima shapes up

OFFICIAL



Sketches show sharper look of the next-generation Optima, and Kia promises cabin will take a step up in quality to match

KIA is aiming for the big-hitters in the large family saloon market with the next-generation Optima, shown in these dramatic design teasers.

The new model was previewed at the recent Geneva Motor Show in the form of the SportSpace shooting brake concept, which hints at an estate for the

Optima range for the first time. And the production saloon will be revealed at April's New York Motor Show, before going on sale in the UK later this year.

It'll have a sharper exterior design, although it won't be radically different from the previous model, with the same 'tiger-nose' family face and wraparound

tail-lights. Interior quality will take a step forward, with a widescreen infotainment display and better materials.

The range will be powered by an updated version of the 1.7-litre CRDi diesel, and eventually a hybrid set-up – although it's unlikely the Korean-spec petrol turbo will make it to the UK.



New Generation i20

Inspiration. Engineered.

Impressive isn't it? What a little inspiration can do. Inspiration is what gave the New Generation i20 its eye-catching good looks. It's also what gave it a refined, spacious interior and clever, intuitive technology. Inspiration isn't just impressive. For us it's essential. Open your eyes to it. From £10,695*. Find out more at hyundai.co.uk



Fuel consumption in MPG (l/100km) for New Generation i20 range: Urban 30.7 (9.2) – 80.7 (3.5), figures are to be used as a guide for comparative purposes and may not reflect all driving results. manual. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit www.hyundai.co.uk/owning or ask your local dealer



tra Urban 53.3 (5.3) – 94.2 (3.0), Combined 42.2 (6.7) – 88.3 (3.2), CO₂ Emissions 155–84g/km. These official EU test
labeled shown: New Generation i20 Premium SE 1.2 at £15,220 OTR including Aqua Sparkling metallic paint at £495. *On the road price of £10,695 applies to i20 S 1.2 petrol

End of the road for Chrysler

■ **US brand axed from UK sales** ■ **Sales slump forces exit**



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AE TIME has been called on Chrysler in the UK. Auto Express was first to break the news after an exclusive interview with Fiat Group UK's deputy managing director, Karl Howkins.

As of last week, the Chrysler brand is being withdrawn from sale and will officially disappear from these shores by 2017. Declining sales and a product portfolio crippled by stringent CO₂ regulations have catalysed the exit.

Chrysler's big saloon, the 300C, has been withdrawn, as has the Grand Voyager MPV. It leaves the Ypsilon supermini as the only model in the range – but it will still be sold on an order-only basis until the American company finally calls it a day in the UK.

The announcement brings an end to decades of below-par cars, which failed

“The Chrysler brand is being withdrawn from sale and will officially disappear from these shores by 2017”

UNLOVED PT Cruiser Convertible (right) was voted one of the worst Chryslers sold in the UK in our poll on Facebook

to raise the brand's fortunes and attract sizeable numbers of British buyers.

In a Facebook poll, Auto Express readers voted the PT Cruiser Convertible as one of the worst Chryslers sold in the UK – and the Lancia-derived Ypsilon and Delta didn't fare much better.

Introduced in 2011, the two cars were expected to open up the American brand to new customers. However, the Delta was axed from UK price lists last year due to poor sales, leaving just the Ypsilon, 300C and Grand Voyager.

Last year, Chrysler only registered 1,982 cars in the UK – more than 21 per cent down on 2013's total – and just 12 cars in February 2015.

The company's departure means Jeep and Alfa Romeo dealers will now join forces, and Fiat and Abarth's will operate from dual sites. Some dealers that already sell all Fiat Group brands under one roof will continue to offer all products, apart from Chrysler.

Howkins revealed to Auto Express that Fiat Chrysler Automobiles is, instead, ploughing money into its other American brand – Jeep.

■ **OFFICIAL**



Other US brands that came, saw, but didn't conquer

IT'S with some irony that Jeep is being restructured to take over from Chrysler, as the same happened five years ago to another US brand.

Dodge was withdrawn from the UK in September 2010, and below-par cars like the Nitro, Caliber and Journey quietly disappeared. Back then, it was Chrysler which was set to take over as the 'hot' brand with

Lancia-derived models. Three years earlier, Hummer arrived, but it was wound down in 2010 as part of a General Motors restructuring plan.

Meanwhile, GM also spent lots of money to try and crack the UK market with Chevrolet – initially with rebadged Daewoos and later with cars like the Aveo and the Volt range extender. Chevy was axed in 2013.



But Jeep targets a record year for sales

WHILE Fiat bosses clean their bloody axes after culling Chrysler from the UK, the company's new hope, Jeep, is gearing up for its best year ever for car sales in the UK. The American brand predicts that it will shift 10,000 cars in Britain this year, predominantly fuelled by its new Nissan Juke-rivalling Renegade SUV (tested on Page 36).

UK executives have told Auto Express that the company has put a conservative estimate of 7,000 sales in a full year for the newcomer. Although that will make the Renegade Jeep's best-selling UK car, it will still lag considerably behind the class' current hot property – the Nissan's Juke.

The British-built Juke attracted nearly 40,000 sales in 2014, and while the

Renegade won't hit those heights, it will sweep in a whole new model range over the next three years.

Next year, the Grand Cherokee will get its second facelift, while the Renegade and Cherokee will be given a mid-life refresh in 2017. An as-yet-unnamed, Nissan Qashqai-rivalling Jeep to sit between the Renegade and Cherokee will also appear in 2017, as will a new Grand Cherokee.

A new Wrangler will arrive in 2018, and the Jeep range will also be extended upwards with a new large SUV, currently dubbed the Grand Wagoneer, to take on the Range Rover.

PAGE 36: Jeep Renegade UK drive



Jeep expects the Renegade to make up the bulk of its 10,000 UK sales in 2015

Chrysler in the UK



Neither
Hummer nor
Chevrolet
could crack
UK market

EXPERT COMMENT



Steve Gray

Former marketing director of Chrysler UK

Why US brands don't work here

HAVING spent half a career selling US brands, it's hugely disappointing for me to hear that Chrysler is leaving the UK.

It's tempting to say that American car manufacturers just don't understand the European market, and while there's some truth in that, Chrysler did sell around 10,000 vehicles in its best year – so, it's not that simple.

US car brands inevitably follow their domestic market which should mean solid engineering at great value prices – a move away from that formula invariably fails.

Plus, American companies tend to blow hot and cold on exporting depending on the strength of the US market, economy and exchange rates.

So, to succeed, all brands need to remember who they are and stay in their appropriate space, something that Korean brands tend to understand rather better than their US counterparts.

"To succeed, all brands need to remember who they are and stay in their space"

Cadillac plotting British invasion

CADILLAC will invest \$12 billion (£8.02bn) over the next five years, with a big focus on right-hand-drive cars and more frugal diesels.

The brand is due to relaunch in the UK this year, and for now it will appoint just one London-based dealer, which will debut with a four-model portfolio – including the ATS and the SRX SUV. It will also be licensed to sell the Corvette and Camaro on behalf of Chevrolet.

Speaking at the European launch of the new eight-seat Escalade SUV, Rene Kreis, PR manager for Cadillac Europe, said: "Development of right-hand-drive vehicles is high on our wish list. But to do it properly, you have to engineer it from the start."

As a result, it's unlikely we'll see any UK-specific right-hand-drive examples of existing cars. Instead, development will begin on the next model cycle. Bosses refused to confirm which cars would come first, but hinted it could be an all-new model.

Cadillac has modest plans initially, though, as a spokesman told us to expect "less than 1,000" sales each year up to 2020.

Escalade could soon be a right-hand-drive UK model



news in brief



Special Defender shows true colours

LAND Rover has collaborated with British fashion designer Sir Paul Smith to create a new bespoke version of the Defender.

On display in Smith's Mayfair store in London, the one-off 4x4 (above) has 27 different colours on exterior panels, including shades inspired by British Army vehicles.

Inside, there is unique fabric upholstery, plus "tongue-in-cheek" design quirks like a hand-painted bee on the roof. Defender production is due to end this year after 67 years.

Peugeot facelifts Partner and Tepee

PEUGEOT'S Partner van and Tepee MPV have been given a mid-life makeover, with fresh styling, new safety tech and a more efficient engine range. Set to go on sale in April, the pair get the brand's new family face, alongside updated headlights and tail-lamps.

New driver assist systems, such as Active City Braking, are available, as is a new seven-inch touchscreen infotainment unit.

The 1.6-litre petrol and diesel engines now comply with Euro 6 emissions rules, with AdBlue additive helping reduce CO₂.

Parents back new young driver plan

A NEW report has strongly backed introducing mandatory lessons for young motorists on driving on motorways and rural roads, as well as driving at night.

The Government scrapped its controversial green paper on young driver safety, but has continued its research. Focus groups of parents and teenagers have supported the idea of Approved Driving Instructor lessons in certain areas to better prepare youngsters.

Same again for drivers as Osborne plays safe

■ Last Budget before Election ■ Fuel duty frozen ■ £100m for driverless car tech



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AE THERE were no major handouts for motorists in Chancellor George Osborne's final Budget before the General Election in May.

In fact it was very much a repeat performance from Osborne as he once again delayed the fuel duty rise due in September and promised further funding to driverless car technology.

Delivering his speech, Osborne said that the cost of filling up a car "bears heavily" on families. After announcing that any proposed increase in fuel duty in September would be scrapped, he said: "It's the longest duty freeze in over 20 years. It saves a family around £10 every time they fill up their car."

RAC chief engineer David Bizley said: "Mr Osborne has clearly taken an opportunity to maintain the truce in the 'war on motorists' while tying the hands of any new incumbent of No 11.

"What we need now is a firm commitment from all political parties ahead of the Election not to reverse his

"The [£100m] injection will provide a vital boost to the UK auto industry"

MIKE HAWES
Chief executive SMMT



The key news for motorists

FUEL DUTY FROZEN

A favourite of the Osborne era, this latest freeze means a 54p-per-litre duty rise planned for 1 September won't go ahead.

DRIVERLESS CAR FUNDS

The Government has moved quickly with driverless car trials – another £100m of funding will help push UK plans forward.

SEVERN RIVER TOLL

Once in private ownership – circa 2018 – costs will be cut at Severn crossing, but as at Dartford, they won't be abolished completely.

decision as soon as they take office, as this would be a retrograde step."

There was more backing for driverless car technology in the UK, with £100million from the Government and £100million from the industry.

Mike Hawes, chief executive of the Society of Motor Manufacturers and Traders, said: "This injection will provide a vital boost to the UK automotive industry and put us ahead in the global race to build the cars of the future."



Mat Watson

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WE continue our popular 'Best Of' series at autoexpress.co.uk/videos this week, with a countdown of the top 10 hot hatches. Also, we have a round-up of the safest cars on sale according to data from Euro NCAP.

Round-up of the best hot hatches



IT'S not enough for hot hatches to be fast and fun; they also need to be affordable and practical, plus usable every day. In fact, for those drivers with budget and space for just one car – in other words, most of us – these models are the ideal solution to modern motoring. And in this video, we reveal the very best.

Safest new cars money can buy



SAFETY matters. And that's why we've compiled a list of the safest models in each class of the new car market, based on the scores issued by Euro NCAP. They're graded not only on crash test data, but also on their active safety systems and level of pedestrian protection.

You can watch any of our videos on your phone. Simply scan this QR code.



Roadside photo ID checks on way

POLICE are set to begin a pilot scheme that will allow officers to bring up driving licence photos at the roadside.

The trial will give traffic cops direct access to the DVLA database and prevent drivers giving fake names.

Surrey is already on board while other forces are keen to sign up, too. The pilot is expected to go live by the end of the year, with national roll-out to follow.

Currently, if a stopped driver gives a false name and they have no criminal record, there's no way to track them down for court proceedings, wasting both time and money.

Chief Constable Garry Forsyth, deputy national roads policing lead at the Association of Chief Police Officers, said: "It'll be hugely beneficial to officers and reduce false prosecutions. We'll know identities first time, every time."



Officers will be able to check drivers' names with photos on DVLA database



We want a car that
makes journeys
not boring.

#SR7

5:24 PM



NEW **SR7** RANGE



THE NEW KIA CARENS **SR7**

4.9% APR
REPRESENTATIVE

WITH £750 DEPOSIT CONTRIBUTION
ON PERSONAL CONTRACT PURCHASE



The Power to Surprise



You make us make better cars, like the New Carens 'SR7' Special edition. You want the great features like 7-seats, privacy glass and reversing sensors and you want it all for a mere £18,105 including £1,700 customer saving. You asked for it, you got it.

Fuel consumption figures in mpg (l/100km) for the New Kia Carens 'SR7' Special edition are: Urban 33.6 (8.4) – 53.3 (5.3), Extra Urban 53.3 (5.3) – 67.3 (4.2), Combined 44.1 (6.4) – 61.4 (4.6). CO₂ emissions are 149 – 120 g/km. MPG figures are official EU test figures for comparative purposes and may not reflect real driving results. Model shown: New Carens 'SR7' Special edition 1.6 GDI 133bhp 6-speed manual ISG @ £18,105 including metallic paint @ £510 and £1,700 customer saving. Non offer price £19,805. Customer savings vary by model derivative. Specification is subject to change without notice. Price correct at time of going to press. Log onto kia.co.uk/sr7 for full details. 7 year / 100,000 mile manufacturer's warranty, for terms and exclusions visit www.kia.co.uk. Offer not available with any other offer. Retail sales only. Subject to availability on vehicles registered between 07/01/2015 and 31/03/2015. Finance subject to status. Terms and conditions apply. 18's or over. Guarantee/indemnity may be required. 10% minimum deposit. Further charges may be made subject to the condition or mileage of the vehicle. Excess mileage charge 14.9p per mile. **You will not own the vehicle until all payments are made.** 25, 31 or 37 month term. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Pay the Optional Final Payment to own the vehicle or (iii) Return the vehicle. Kia Motors Finance RH1 1SR.



William and son Fred were shocked i10's clutch had worn after 3,200 miles



Chris Ebbs

Major shake-up on car safety in developing nations is long overdue

AE FROM the introduction of the humble seatbelt in 1959 up to the most advanced autonomous emergency braking systems in modern cars, safety has been rapidly improving in cars throughout the decades.

But while we've seen this improvement first hand in the UK and other parts of the developed world, those living and driving in less well off countries have been forced to drive in sub-standard cars.

Hopefully, things could soon change if Global NCAP gets its way. As our story (below, left) reveals, the body is calling on makers and UN members to help improve safety in developing countries.

Like many things, it's probably something that we don't often think about too much. The UK has some of the safest roads in the world, yet we continue to strive to make them even safer.

But there is little thought for those in countries in Africa or Latin America. Yes, drivers there need cars to be cheaper, but that shouldn't mean every journey is riskier than for someone driving the same model somewhere else in the world.

How would you feel about seeing family members go out in the car, knowing that if they were to have an accident there is very little in the way of tech to ensure they are safe?

Just because some people are buying cars in developing countries at a lower price shouldn't mean they don't still deserve maximum protection.

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"Those in less well off countries are forced to drive sub-standard cars"

Hyundai pays up over 'wear and tear' failure

■ CASE STUDY Another broken Hyundai clutch is blamed on driving style, but firm covers cost

AE Chris Ebbs

THERE'S an issue we hear about regularly on the Watchdog pages, and the answer always seems to be the same: wear and tear due to driving style.

The issue is premature failure of clutches on Hyundai models, and this time it happened on a car that was just 11 months old and had done 3,200 miles.

When William Johnson, from Carlisle, Cumbria, detected a strong burning smell in his Hyundai i10, his son Fred took it to his local garage, where he was told it was a worn clutch that would need to be replaced. However, he was informed this would not be carried out under warranty.

"I was told that the damage was down to wear and tear, due to the driving style," Fred said. "My dad is 80 years old, and he's a very gentle driver. His last car was a 1997 Ford Escort and he never had a problem with that."

This was the same explanation that we had been given when we helped the

owner of an i20 in Issue 1,228. So once again we went to Hyundai to ask why the clutch was failing so early in William's car, and what could be done.

The manufacturer said that it wanted to wait for the dealer to carry out a full examination before it would comment. It responded once this had been done.

"We believe that it is down to wear and tear and that it is not due to a faulty part," a spokesman told us. "We believe that the driver has been resting his foot on the clutch while driving."

However, the spokesman explained to us that, as a gesture of goodwill, it would provide the clutch at no cost, but that William would need to pay for the labour on the part. Then things got better for the Johnson family.

"The dealer has offered to cover 40 per cent of the labour cost," William told us. "It has been very sympathetic to the problem that we've had all along. Thank you very much for all the help, too."

■ ADVICE What should you do if it happens to you?

If your dealer – and the manufacturer – won't budge on its assessment of something like a clutch, an independent inspection from the Independent Automotive Engineer Assessor (IAEA) will help you challenge its view. This can also be used as evidence if you were to take the claim to court.

Call to upgrade safety standards

A GLOBAL safety charity has called on motor manufacturers to improve car safety worldwide by 2020.

Millions of vehicles sold in developing countries fail to meet basic safety standards, according to Global NCAP.

It says the crash test standards introduced 20 years ago for European cars are yet to be met in countries in Africa, Asia and Latin America.

Global NCAP has produced a 10-point action plan to tackle the issue. It includes stopping the practice of removing tech and specs from cars in these markets.

The organisation also argues that safety technology should be priced separately rather than bundled together, plus made affordable.

Global NCAP is calling for better safety standards



Another TT driver hit by stop/start glitches

■ Owner forced to reject coupé after catalogue of problems



Joe Finnerty
OUR test of the new Audi TT (Issue 1,359) flagged up a string of electrical gremlins experienced by news editor James Batchelor – and it seems we weren't alone.

Ben Smith, from Bristol, got in touch after his S line quattro petrol model suffered similar problems, centred around the stop/start tech.

He said: "I can't get my phone to connect, the steering controls lock and the spoiler goes up and down on its own." We asked Audi if such a similar case to ours indicated a widespread problem.

Audi admitted the case was similar, but said it did "not constitute conclusive evidence of a generic fault".

It said Ben's fault was likely down to his phone's compatibility, but Ben told us he didn't want his TT back. The spokesman added: "Audi UK has settled the outstanding charges as a goodwill gesture and now retrieved the car."

Ben is now having to track down a new model. He said: "This is the last time I buy any VW Group product. I wasted hours of my time and spent money on phone calls and legal advice and ended up with nothing."

Our man had numerous faults on TT, and reader has endured a similar experience



DRIVING DOCTOR Paul Ripley
www.drd.uk.com @drpaulripley

■ **HOW many drivers use street lights to help plan a safe journey? Advanced police drivers use "road furniture" to gain early clues of what is happening ahead on the road, and you should, too.**

For example, on corners, lights are always positioned on the outside of a bend. If drivers look for these early clues, they'll see what lies ahead earlier than the everyday driver. Light positioning can also help when approaching hazards.

TOP TIP: Use road furniture to your advantage to become a safer driver.

■ FEARS OVER EURO RULING

THE EU ruling allowing traffic cops to track drivers across Europe for fines (Issue 1,358) could swamp the UK legal system, according to transport officials.

A Government report said an estimated 500,000 British drivers commit offences in France alone each year. If France, and other European countries, all track UK drivers for fines or court action, it will put a "significant burden" on the courts in the UK, the report says. The new ruling will be introduced in the UK in 2017.



Inbox What do you think?

Contact **Joe Finnerty**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD



Readers question if incentives for EVs and plug-in cars like XC90 are sustainable; LPG is more accessible

HOT TOPIC LPG cars vs pure EVs

FROM: Vulcanproject I THINK the UK Government should ditch large subsidies for electric vehicles (Back chat, Issue 1,360). They're a rebate for the rich. If you want to buy an expensive new EV, do it all with your own money instead of a chunk of everybody else's. Such subsidies aren't sustainable if plug-in vehicles were to go mainstream here. LPG works great if you have the infrastructure close by. This is one key factor. Obviously, there are downsides, like reduction in performance and added weight – but this is offset by the ability to fill up quickly and the ability to run on unleaded in the other tank anyway.

Join the debate at www.autoexpress.co.uk

■ "Any form of fuel is easier and less stressful than pure electricity. It might not be cheaper, though." **bajh**

■ "My nearest LPG filling station is 11 miles away. My nearest EV filling station is in my garage." **PaleofWater**

■ "I'd consider buying an LPG car. I'm an HGV driver and all our trucks run on LPG without any problem." **Kirsten Farr**

Give drivers using phones instant bans

FROM: Bill Thomas AFTER reading your article about mobile phone use (Issue 1,360), I think the best deterrent would be to issue the driver with an instant ban of 24 hours (or even 48), plus an on-the-spot £100 fine. After all, they'll always have their mobile to call for help to get to where they need to go. I'm sure drivers would think twice about it then.

Not everyone wants hi-tech connectivity

FROM: Dave Evennett I FIND there are many who are less enthusiastic about hi-tech interiors in cars (Hot Topic, Issue 1,360). I appreciate they're a must-have for younger people brought up in the digital age, but older drivers like myself often find them difficult. As reactions slow, we have to concentrate more on the road, not looking at puzzling systems.

Why no insurance demand for bicycles?

FROM: Graham Smith THE article on insurance of other vehicles (Issue 1,360) got me thinking. Instead of having to insure golf buggies, lawnmowers and children's toys, surely bicycles should be the first mode of transport to be insured under the new EU rulings? After all, they actually use public roads.

Rethink for Rutherford on prices at pumps

FROM: Iain Groves IN general, I agree with most of Mike Rutherford's Manifesto (Issue 1,355). Someone representing the rights of motorists in Parliament is long overdue. He missed a key point, though – why doesn't the Government rule that petrol prices go down and up in line with changes in the price of oil? This would be simple to monitor.

■ Contacts

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal

AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct:
0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections

AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history

HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers

Motor Codes:
0800 692 0825
RMIF: 0845 839 9205 (m)
Scottish Motor Trade
Association: 0131 331 5510
Problems with makers
Motor Codes: 0800 692 0825

Financial problems

Financial Ombudsman:
0800 023 4567

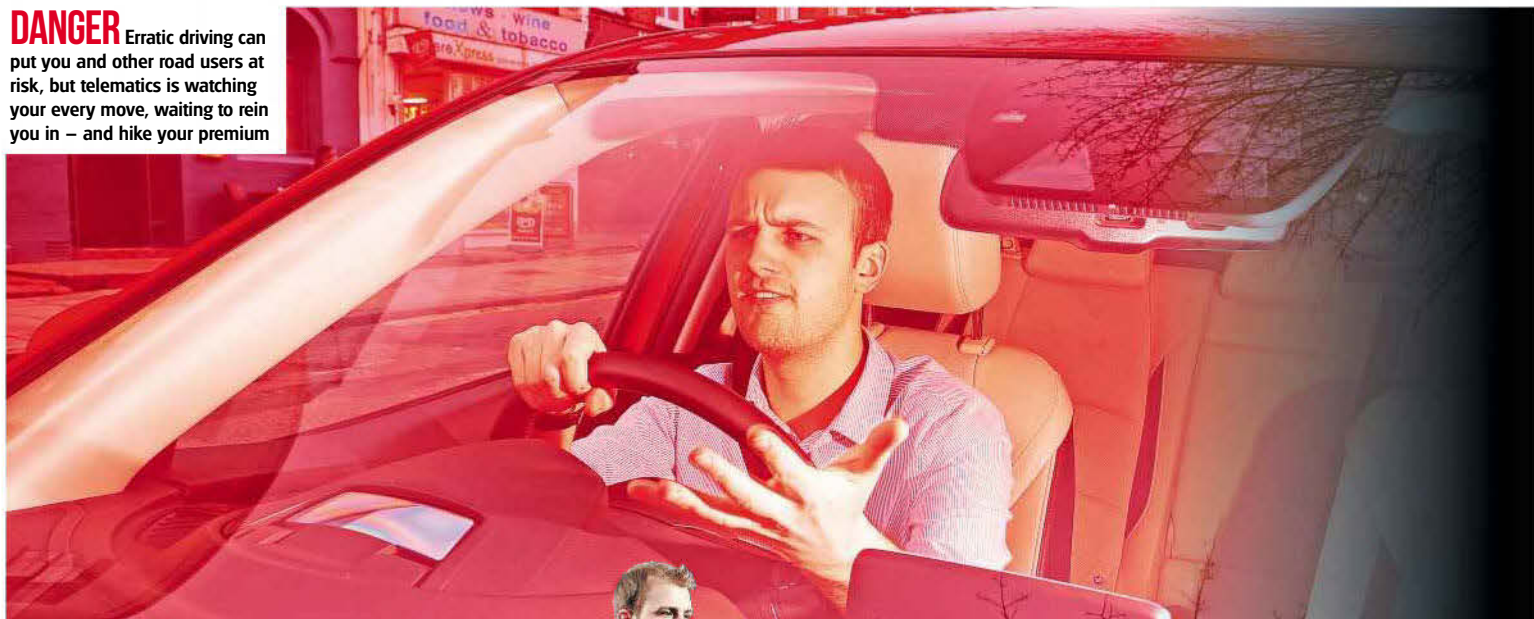
Safety concerns/recalls

Vehicle and Operator
Services Agency (VOSA):
0117 954 3300





DANGER Erratic driving can put you and other road users at risk, but telematics is watching your every move, waiting to rein you in – and hike your premium



ADVICE That's why this specialist young driver insurer calls policyholders and offers guidance on how to stay safe at the wheel



RESPONSE With ingenie's advice taken on board, motorists have green light to improve. The telematics is still watching, and if they respond, premiums will fall






STOP



LISTEN



LEARN?

BLACK BOX INSURANCE IS NOTHING NEW, BUT THE LATEST SEES YOUNG POLICYHOLDERS GET A CALL AND SOME HELPFUL ADVICE IF THEIR DRIVING ISN'T UP TO SCRATCH. CAN IT WORK?



Joe Finnerty

Joe_Finnerty@dennis.co.uk

AE IT'S no secret that insurance premiums for young drivers are high, and the best way to a discount is through a telematics policy – using a big brother-style black box – which monitors drivers and rewards the safest with cheaper deals and other financial incentives.

It's a great approach for drivers and insurers, but is it actually making roads safer? Although a premium rise is undoubtedly a good deterrent, is it enough? Young driver specialist ingenie doesn't think so.

That's why it set up its innovative Driver Behaviour Unit (DBU), developed with the help of experts in this area at Cranfield University, Bedfordshire.

The coaching call centre, which targets motorists who are regularly recording poor scores by calling them up and offering advice on how to improve, has resulted in ingenie policyholders being involved in 21 per cent fewer dangerous driving incidents.

Drivers' black boxes are connected to ingenie's smartphone app, which displays their score from one to 100 after a journey and also flags up any dangerous driving. New policyholders who receive two hazard alerts on the app within the first three months will get a call, while existing users have a limit of four per year.

But getting through to an 18 to 21-year-old isn't always the easiest job for staff in the DBU call centre – that's why they all have a background in psychology.

James Burton is one of the many ingenie driver behaviour analysts, and he explains the best way to approach it: "The thing we really want to avoid is telling them off. We try to emphasise that we are on their side and just want to give them some advice."

Awareness

The first stage of the call is all about awareness, as until someone accepts their driving isn't up to scratch, they're unlikely to make a change – just like an alcohol or drug addiction. "It's about helping them identify it," James continues. "We look at consequences and their increased chances of an accident and give them advice on how to improve."

After the call, the driver is tracked over a short time to see if the advice has been taken on board.

"The feedback has been very good," says James. "There are some people who ignore the calls and aren't interested, and you see most people are a little bit reluctant. But when you get across you are calling because you are concerned and want to support them, they really engage with it. A lot of customers call back for more info and to see how they got on."

Only around one per cent of ingenie's customers are contacted per year, but of those who receive the one-to-one coaching, 90 per cent demonstrate a positive change within 30 days of the call.

James adds: "We see generally very high improvement rates, but if there's someone who hasn't taken it on board, we will go back to them to find out what did and didn't work."

With the DBU going from strength-to-strength, ingenie founder and

"OF THOSE WHO RECEIVE INGENIE'S COACHING, 90 PER CENT DEMONSTRATE A POSITIVE CHANGE WITHIN 30 DAYS OF THE CALL"

"THE DBU SHOWS THAT IT'S POSSIBLE TO SAVE LIVES BY NIPPING DANGEROUS BEHAVIOUR IN THE BUD EARLY ON"

Richard King chief executive, ingenie



chief executive Richard King is understandably delighted. But what prompted him to start the project?

"We are trying to solve a social and economic issue," he says. "Other insurers are terminating policies of dangerous drivers, but in the long term, that's just going to create a new world of uninsurable drivers."

The DBU will expand internationally, initially to Canada and then the US. The success of the project has also helped ingenie add 50,000 policies in the UK this year alone, with 90 per cent of those aged under 21.

And of the under-21s, around 90 per cent get through their first year without a crash, which is very impressive when the national average is an accident for every fifth driver aged between 18 and 25.

For those ingenie customers staying safe, the reward comes every three months, as premiums are updated quarterly. A first-year policy can cost up to £3,000, but by the end of the initial 12 months, a motorist who has proven his/her ability to drive safely can expect a 50 per cent reduction.

King says: "We are proud of what we've achieved. The DBU shows that it's possible to save lives by nipping dangerous behaviour in the bud early on."

HOW THE INGENIE POLICY WORKS

LIKE many 'pay how you drive' policies, the ingenie package gives motorists discounts for being safe on the road. The colour-coded app provides instant feedback, and every 10 days, a score is awarded from one to 100 – informing the driver if they're on track to receive a discount in their next quarterly review.

Feedback messages range from green (meaning good driving) to black (pointing out highly dangerous behaviour behind the wheel) – although only one per cent of ingenie customers are scored black.

Unlike most insurers, which operate on yearly bonuses, ingenie updates premiums for its drivers every three months, providing them with instant savings. This means around 70 per cent of customers get a discount from demonstrating good driving.

"UNLIKE MOST INSURERS, INGENIE UPDATES PREMIUMS FOR ITS DRIVERS EVERY THREE MONTHS, PROVIDING INSTANT SAVINGS"

"WHEN INGENIE CALLED, I SLOWED DOWN STRAIGHT AWAY AND I NOW CONCENTRATE A LOT MORE"



CASE STUDY: EMILY MCRAE

TEENAGER ADMITS SHE WAS CARELESS AND BROKE LIMIT, UNTIL SHE GOT A CALL FROM INSURER; NOW SHE'S A CHANGED DRIVER

INGENIE says 90 per cent of the drivers it needs to contact over their unsafe behaviour at the wheel show a vast improvement after receiving the call. And Emily McRae, from Worthing, W Sussex, is one of those who has benefited from the company's Driver Behaviour Unit (DBU) getting in touch.

The 19-year-old's score was just 16 out of 100 at its worst, with ingenie's telematics tech flagging up numerous speeding incidents. "I knew I'd been driving faster than I probably should have been, but hadn't realised it was so bad," Emily explained. "I was driving to work on the motorway and concentrating more on keeping up with other cars than on my own speed."

"I felt ashamed when they told me how fast I'd been going. My premium went up as well – which didn't go down well with my mum."

After being called by the DBU, Emily's score improved to 81 – more than halving her risk of crashing.

She added: "When ingenie called, I slowed down straight away and I now concentrate a lot more on what I'm doing, rather than worrying about other drivers. I'm expecting to see a decrease in my next quarterly review, and I'm saving more on fuel, too, as I'm driving a lot slower now."



10 OUTRAGEOUS EXCUSES FOR DANGEROUS DRIVING

HERE some of the most ludicrous explanations given to ingenie by policyholders it had to contact.

1. "I thought speed limits were just a recommendation. I didn't realise that you had to stay within them."
2. "I've got three jobs so I actually have to speed."
3. "I only speed because I am always so late for things."
4. "I have two young children, and when they scream I have to brake hard."
5. "I brake harshly to teach my friends the importance of wearing a seatbelt."
6. "I use harsh braking as an anger management tool."
7. "My brakes have broken, so I have to be rough with them."
8. "I don't speed." (...said the woman with 400 recorded speeding events)
9. "I was a professional racing driver for a year."
10. "If I drive at the speed limit, I get tailgated."



"The Monte Carlo model pays tribute to ŠKODA's impressive rally pedigree and boasts razor-sharp looks"

THE NEW ŠKODA FABIA MONTE CARLO *MAGIC*

MAKING a fashion statement is key for many buyers in the supermini market these days – and it was with them in mind that ŠKODA launched its all-new Fabia.

The model showcases all the typical attributes you'd expect of a ŠKODA, such as solid build quality, great spaciousness and a top-value price tag. But significantly, it does it in a more stylish package than ever before, with a wider stance, sharp waistline and the Colour Concept package allowing buyers to create a truly attractive small car.

However, for those who want to take their Fabia that little bit further, there is a new model on the way that really is the ultimate in fashionable, sporty design – the Monte Carlo, which was unveiled at the recent Geneva Motor Show.

The Monte Carlo name pays tribute to ŠKODA's impressive rally pedigree, and as you would expect, it boasts razor-sharp looks, both inside and out, to complement its racy intent.

But the really clever thing is that you can get the sporty look without having to shell out for a performance engine, making great design affordable, too.

Among the Monte Carlo's exterior highlights are black 16 or 17-inch alloy wheels, black wing mirror housings, a

LIKE A SUPERMINI WITH ATTITUDE? THE RACY NEW FABIA MONTE CARLO FITS THE BILL



tinted panoramic glass roof and tinted rear windows and side windows. There's also the option of sports suspension.

Inside, the racy theme continues with a three-spoke leather steering wheel, unique sports seats – with contrasting flashes of colour on the sides – stainless steel pedals and carbon-style trim on the dash. Door sill strips with a Monte Carlo inscription ensure you won't forget what model you're in.

And as you would expect, equipment is generous, with air-conditioning and rear parking sensors fitted as standard.

The Monte Carlo also comes with ŠKODA's neat 'Simply Clever' touches, such

as a mobile phone holder on the side of the front seat, an ice scraper in the fuel filler flap and a host of in-car storage solutions.

Practicality is in no way compromised, either. Bootspace is a huge 330 litres, or 1,195 litres with the seats folded down, and there's even an estate if that's not enough.

Of course, while looking good is important, staying connected is crucial, too – and here again, the Fabia has an ace to play in the shape of SmartLink, which displays your Android smartphone on the central infotainment screen. It all adds up to a package that blends flexibility and value in a uniquely stylish package.

CUTTING-EDGE

Monte Carlo takes Fabia's already attractive package a step further, with a host of stylish add-ons including black alloys, panoramic roof and tinted rear windows. Logo features prominently throughout

ŠKODA



See more at autoexpress.co.uk/skoda-fabia

www.autoexpress.co.uk



Steve Sutcliffe

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AE THE car you're looking at represents a brand new era for Jaguar Land Rover. It's called the Range Rover Sport SVR, and it's merely the first wave among a small tsunami of new high-performance Jaguars and Land Rovers that will appear over the next few years.

In time, the SVR treatment will be applied much like the RS badge has been at Jaguar, but more liberally, right across the JLR range. So, expect an Evoque SVR, plus SVR versions of the new Jaguar XE saloon and the next XF (Page 8). And so the list will go on...

For the time being, though, the Range Rover Sport SVR is flying the flag for the new line-up of high-performance JLR products – and it flies it in style. This is a Range Rover that can hit its limited top speed of 162mph in three of its available eight gears (fifth, sixth and seventh), having muscled its way from 0-62mph in a scant 4.7 seconds en route.

It's also a car capable of lapping Germany's Nürburgring race track in an astonishing eight minutes 14 seconds, and is, claim its engineers, between 10 and 15 per cent sharper dynamically in every area than the already very well sorted Range Rover Sport.

The main areas of development over the standard Sport model centre around the supercharged V8 (which now produces a thumping 542bhp and 681Nm of torque), plus the chassis, brakes, interior and suspension. The stoppers are no bigger than normal, but the way in which they're cooled has been significantly improved so that fade is claimed to no longer be an issue – not even when lapping the Nürburgring.

Inside, you can pick out the SVR Range Rover Sport over its lesser stablemates mainly due to its bespoke new seats, which are much more heavily sculpted than before, and new machined-metal door and dash inserts.

In the back there are two more sculpted seats, with an occasional third extra belt available for anyone unlucky enough to sit in the middle. The steering and suspension have



Range Rover Sport

FIRST DRIVE Land Rover takes on AMG with first model from its new



"Range Rover Sport SVR is flying the flag for the new range of high-performance Jaguar Land Rover products – and it flies it in style"

36 JEEP RENEGADE
Chunky Fiat 500X-based small SUV also has Juke in sight. We drive it in UK.

38 KIA SORENTO
First UK drive of smart SUV that's taking the fight to Discovery Sport.

40 ZENOS E10S
Back-to-basics flier uses 250bhp Focus ST engine to battle Lotus Elise.

42 CIVIC TOURER
Honda has applied its family car updates to stylish estate, too.



SVR

high-performance arm

Running costs

22.1mpg (official)
£118 fill-up



Performance

0-62mph/top speed
4.7 seconds/162mph



Essentials

Range Rover Sport SVR

Price: £93,450

Engine: 5.0-litre V8, supercharged

Power: 542bhp

Transmission: Eight-speed automatic, four-wheel drive

0-62mph: 4.7 seconds

Top speed: 162mph

Economy: 22.1mpg

CO₂: 298g/km

ON SALE Now



DETAILS SVR is as much about looks as it is about speed, so gets bespoke styling including bigger bumpers and these sleek side vents



POWER Range Rover's supercharged 5.0-litre V8 petrol engine has been tweaked to pump out a massive 542bhp and 681Nm of torque

From the big car's majestic driving position, such extreme acceleration feels slightly surreal



HANDLING Newcomer has cornering ability and braking power to match huge performance – and it's pretty impressive off-road as well, even on 22-inch wheels

also been tuned to provide crisper, sharper responses than in the regular Sport model, with alterations to the software of the Dynamic Drive system making the SVR feel much more focused on the road.

And then there's the new exhaust system, which Land Rover claims has been tuned to deliver an even naughtier noise than you'll hear in any current Jaguar. Sometimes statements such as this make you wonder, but in this case the sound backs it up; the Range Rover Sport SVR emits a harder-edged bark pretty much everywhere in the rev range, but never more so than under full throttle at more than

3,700rpm, with its baffles opened wide so that it can be heard from hundreds of metres away. And if you don't want to wake the neighbourhood every time you fire up your SVR, you can simply press a button to keep the exhaust system quieter and more civilised. For a while...

On the road, the car seems instantly more alive than the regular models, but also much more controlled. Roll stiffness is approximately 20 per cent up over the regular Sport's, yet it's the steering's extra feel and response that are most noticeable to begin with. Despite weighing only 40kg less than the standard car, the SVR seems immediately more nimble as a result.

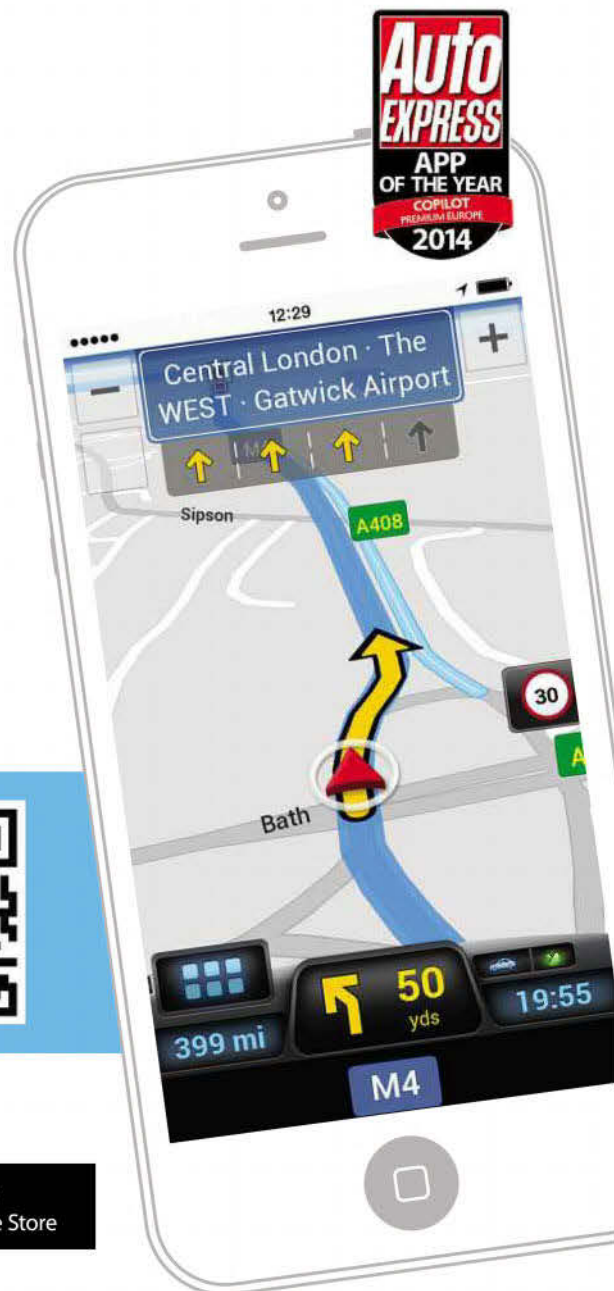
And boy, does it go when you put your foot down. Experiencing this kind of acceleration in a car this big, and one that still boasts such a majestic

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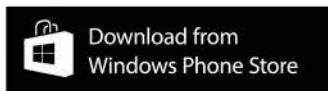
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QUALITY Leather and metal inside is as beautifully finished as you expect. Switches allow you to adjust exhaust note volume, select various driving modes and tweak the transmission and traction control



NEED TO KNOW...
"Next up in SVO's product plan is expected to be a hot Evoque SVR featuring a 2.0-litre turbo producing roughly 300bhp"

driving position, feels slightly surreal to begin with. In all drive modes the SVR seems faster than it has any right to considering its 2,335kg weight. In Dynamic, however, with the exhausts on full noise and the throttle and shift software set at their most aggressive, it feels like a wild animal in a straight line.

This is why it's even more surprising to find that it now has the cornering composure and braking power to match such thundering performance. It even handles pretty crisply for something so vast, with much more precision on turn-in than the standard Range Rover and, seemingly, twice as much bite from its huge, optional, 22-inch Continental tyres.

The standard wheels are 21-inches but, so far, more than 80 per cent of orders are being placed for cars with the new 22-inch wheels. This is understandable given how good the SVR looks on these rims, even if the ride does suffer a touch during the upgrade.

In standard trim this car costs an eye-watering £93,450 – yet at the moment the order books are full to bursting, with global sales of 2,300 units planned for the rest of this year, and 3,000 a year from then on. So Range Rover's already discovering that although the new SVR is expensive, it's also desirable. Highly desirable – and therefore very profitable.

"The SVR seems faster than it has any right to considering its 2,335kg weight"



EQUIPMENT Cabin features 8.4-inch tablet-style screen in dash, plus heavily sculpted bespoke seats and machined metal door and dash inserts. In the rear you'll find two more stylised seats



Verdict

THE new Range Rover Sport SVR is some car. It deserves all the success it'll undoubtedly achieve in the short term, and in the longer term it'll set the tone for a whole new way of doing things on the top rung of Jaguar Land Rover. The Sport is only the first taste of the Special Vehicle Operations department's abilities, with many more models planned – AMG and co, you have been warned...



Essentials

Mazda CX-3 1.5 D Sport Nav

Price:	£21,895
Engine:	1.5-litre 4cyl, diesel
Power:	104bhp
Torque:	220Nm
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	10.1 seconds
Top speed:	108mph
Economy:	70.6mpg
CO₂:	105g/km

ON SALE June



PRACTICALITY Despite the CX-3's sloping roofline, there's plenty of space in the back for passengers. You get a roomy boot, too, with a class-competitive capacity of 350 litres



GEARBOX Six-speed manual box with its stubby lever is great to use, as is the three-spoke steering wheel. Low-slung seating position adds to the appeal of the new car



Curved and creased flanks are familiar Mazda design cues, while gloss-black trim panel at rear creates 'floating' roof



James Disdale
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AE MAZDA is riding high at the moment. And no model has proven more of a hit than its CX-5 SUV, which blends sparkling driving dynamics and sharp looks with low running costs and family friendly practicality. So it's no surprise the brand is trying to build on this success with its all-new CX-3.

Based on the recently launched 2 supermini, the newcomer aims to take a slice of the lucrative compact crossover market. It features a line-up of powerful and efficient engines, a choice of two and four-wheel-drive transmissions and a host of cutting-edge kit, so it certainly has all the bases covered.

More importantly, in such an image-obsessed class, Mazda has worked hard to make the CX-3 stand out from the crowd. At the front is the brand's

familiar trapezoidal grille incorporating its trademark, chrome-finished 'wing' design that runs between the headlights. Look down the flanks and you'll spot the eye-catching combination of curves and creases, while a gloss-black trim panel creates the impression of a 'floating' roof.

A raised ride height and tough-looking black plastic wheelarch extensions add some rugged off-road appeal, but the sloping roofline and squat stance mean the CX-3 looks more dynamic than rivals. Mazda has paid just as much attention to the interior, which aims to match premium models for upmarket ambience and quality. The dashboard is carried over

from the new 2 (tested on Page 80) and includes the same trio of air vents, operated by Audi-style knurled metal-effect controls, plus an intuitive seven-inch touchscreen infotainment system.

The CX-3's interior is surprisingly roomy, too. It sits on the same 2,570mm wheelbase as the 2, so there's decent legroom for rear passengers, while the steeply raked tailgate opens to reveal a class-competitive 350-litre boot. As you'd expect, the high-riding CX-3 provides a commanding view of the road, but a low-slung seating position, chunky steering wheel and stubby gearlever put the driver at the centre of the action. Mazda's 'right-sizing' engine

"In such an image-obsessed class, Mazda has worked hard to make the CX-3 stand out"



Mazda

FIRST DRIVE New car



**NEED TO KNOW...**

"The 2.0-litre petrol is available with 118bhp or 148bhp, but the latter only comes in flagship £22,295 Sport Nav AWD guise"

Pete Gibson

a CX-3

compact crossover looks great, but does it deliver on the road?

Performance

0-62mph/top speed
10.1 seconds/108mph

**Running costs**

70.6mpg (official)
£54 fill-up



Smart dash is carried over from new 2 and includes seven-inch touchscreen

policy means it's ignored the trend for small-capacity turbos in favour of larger-capacity, naturally aspirated units. So the only petrol option is the 2.0-litre four-cylinder unit from the 3 hatchback. Flagship four-wheel-drive models feature this powerplant in 148bhp tune, while two-wheel-drive versions get 118bhp. Also available is a 104bhp 1.5-litre diesel, which we test here.

On the move, the CX-3 feels brisk rather than quick. Peak torque of 270Nm is delivered at a low 1,600rpm, meaning strong mid-range acceleration. And while it sounds gruff when extended, at low speed, diesel clatter has been virtually eradicated. Better still, the standard six-speed gearbox has a precise and snappy

shift action, encouraging you to make the most of the available performance.

Despite its raised suspension, the CX-3 feels composed through corners. There's some roll, but body movement is controlled and there's plenty of grip. Yet this agility doesn't come at the expense of comfort. While the ride is firm around town, it smooths out the faster you go.

Because it's based on a supermini, the CX-3 should be cheap to run. Mazda claims the 1.5-litre will return more than 70mpg and emit 105g/km – around the same as a Nissan Juke fitted with a 108bhp 1.5 dCi. However, the brand's upmarket aspirations come at a cost, with the entry-level CX-3 weighing in at £17,595 and the flagship Sport Nav diesel AWD auto priced at £24,695.

PAGE 80: New Mazda 2 vs rivals

Auto
EXPRESS

Verdict

THE compact crossover class is becoming increasingly crowded, but the CX-3 manages to stand out. Not only does it look great and feature a top-quality interior, it's good to drive and remarkably refined. It's not cheap to buy, but the car's upmarket look and feel, plus the addition of cutting-edge kit, helps justify the extra outlay over mainstream rivals.





James Batchelor

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AE THE American Jeep brand is famous for producing large and very capable off-roaders, and it'll add a number of new models to its range over the next three years to finally take on the Europeans head-to-head. Leading the charge is the Renegade, a brand new entry point to Jeep ownership.

Using the new Fiat 500X as its base, the car enters the fiercest and fastest-growing sector in the world – the compact crossover segment. But while this marketplace is home to crossovers designed more with the King's Road than the Cairngorms in mind, Jeep is keen to reverse this trend. It's throwing its near-70-year heritage at the car by giving it best-in-class off-road ability.

We got behind the wheel of the car set to lead Renegade sales in the UK: the mid-spec Limited fitted with a 2.0-litre diesel and four-wheel drive. First impressions are good; the boxy styling looks different from that of more curvy rivals such as the Nissan Juke and Vauxhall Mokka. It even bears a striking resemblance to a Hummer – but one that's shrunk in the wash.

It's large, though – nearly the same size as Nissan's Qashqai from the class above – and this translates to a roomy cabin. Up front the driver and passenger sit far apart, in the back there's plenty of head and legroom, and the boot space is nearly on par with the Skoda Yeti's: 351 litres with the seats up and 1,297 litres when they're folded. The cabin's build quality is decent enough but it feels cheap in places. The Limited is well equipped, though, as it comes with sat-nav, dual-zone air-con and DAB.

On the move, the 140bhp diesel is a strong, quiet performer. 0-62mph takes a respectable 9.5 seconds, and it returns 55.4mpg and 134g/km of CO₂. However, the boxy shape increases wind noise and the ride is bouncy.

The Renegade's party trick to trump rivals is its auto 4x4 system that switches between two and four-wheel drive. The car's impressive off-road,



NEED TO KNOW...
"The new Renegade model becomes the first car from the maker to be built in Europe but sold in the US"

Jeep Renegade

FIRST UK DRIVE We get our first taste of baby SUV in Britain

upholding Jeep's rugged reputation, but we can't help feeling it's a little too focused on going off-road – an activity in which most small crossover buyers aren't interested. We'd go for the 2WD 1.6 diesel in Limited spec, saving £2,500.

There's no doubt that the Renegade is an interesting alternative to other compact crossovers. But with some competitors stronger in all areas, it'll appeal mainly to those who want to buy into the Jeep lifestyle.



"Jeep is throwing its near-70-year heritage at car by giving it best-in-class off-roading ability"



Boxy styling contrasts with that of curvier rivals, and dimensions are generous



Roomy cabin provides plenty of space and equipment, while build quality is decent. But Renegade is perhaps too focused on off-road ability

Essentials

Jeep Renegade 2.0 Multijet II 140hp Limited 4WD

Price:	£25,395
Engine:	2.0-litre 4cyl, turbodiesel
Power:	140bhp
Transmission:	Six-speed manual, four-wheel drive
0-62mph:	9.5 seconds
Top speed:	113mph
Economy:	55.4mpg
CO₂:	134g/km

ON SALE Now



INTERIOR All-black finish inside can feel a bit oppressive, especially in the rear; we would recommend specifying a more colourful option



PRACTICALITY Renegade scores highly for space. It's nearly as roomy as a Skoda Yeti in the luggage area and has plenty of headroom



Verdict

THE Renegade is an interesting addition to the world's fastest-growing sector. Jeep didn't want to water down its off-road heritage, so this model is a crossover that's brilliant off-road but only average on it. If off-roading is your thing, then look no further – but we suspect that the Renegade is just a little too skilled in one department.



Volkswagen Polo GTI

FIRST UK DRIVE Latest version of performance supermini hits the road

Otis Clay



Sporty performance and handling are reflected in racy cabin styling



James Batchelor
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AE THE VW Polo GTI has long lived in the shadow of its iconic Golf GTI bigger brother, but – thanks to a raft of improvements – now could be its chance to steal the limelight.

There's a new 1.8-litre petrol turbo under the bonnet pushing out 189bhp, which is good enough for 0-62mph in 6.7 seconds and a 147mph top speed. Also new is a six-speed manual gearbox which joins the seven-speed DSG auto as fitted to the outgoing GTI.

VW has put some work into the chassis, too. The Polo gets the Golf GTI's XDS+ electronic diff, which brakes the inside front wheel to improve cornering. Coupled with stiffer suspension, it means the car grips well around tight country bends. There's more body roll than in the Ford Fiesta ST, but the trade-off is slightly

Polo provides decent grip, but the body rolls more than a Fiesta ST's



NEED TO KNOW...
“Unlike its Ford Fiesta ST and Peugeot 208 GTI rivals, Polo has the choice of three or five doors; the latter adds £830 to the price”

better ride comfort. Hit the Sport button (a £245 option), and the steering tightens, the throttle sharpens, fake engine noise is pumped into the cabin and the dampers are stiffened. It gives a fidgety ride but, again, is still more comfortable than an ST's.

As usual, the Polo's GTI paraphernalia includes a honeycomb grille complete with red pinstripes and beefy alloy wheels. The upmarket and well laid-out cabin is brightened up with a smattering of red stitching, sports seats trimmed in traditional tartan fabric and a chunky GTI-badged steering wheel. It all adds up to a very likeable package – and one that's full of character.

Essentials

Volkswagen Polo GTI

Price:	£18,850
Engine:	1.8-litre 4cyl turbo
Power:	189bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	6.7 seconds
Top speed:	147mph
Economy:	47.1mpg
CO₂:	139g/km

ON SALE Now



EQUIPMENT Simple instruments add to the car's quality feel, while the red-stitched, GTI-badged steering wheel brightens up the cabin



INTERIOR Five-door is more practical, but three-door still provides decent rear space, with good knee and headroom. It can carry three, too



PRACTICALITY 60:40 split rear seat is standard on Polo GTI. There's a useful 882 litres of load space on offer with the bench down

Verdict

IF an all-out, pulse-racing driving experience is what you're looking for in a hot hatch, Volkswagen's performance Polo simply can't match the likes of the Ford Fiesta ST. But the GTI is still quick, and it's easier to live with as well, making it an accomplished all-round package.





Kia Sorento

NEED TO KNOW...
 "Prices start at £28,798, and rise to £40,995 for the range-topping KX-4 auto. All models get four-wheel drive as standard, though"

FIRST UK DRIVE Smart new SUV is taking aim at Discovery Sport

Richard Ingram
 Richard.Ingram@dennis.co.uk
 @cutt_ings

AE OVER the past decade, Kia has gone from a budget brand to a genuine market contender with a broad model portfolio. The third-generation Sorento is its latest offering, and it has its sights set on premium cars like the new Land Rover Discovery Sport and the Audi Q5.

It has plenty of standard kit and space, plus it looks smart, too, with a tidily designed rear and an imposing front end. Inside, it's a big improvement over the old model, with plush materials and a chunky leather steering wheel.

There's no hiding the car's bulk, though, and it feels quite intimidating to drive around town. The light steering makes parking easier – as does the reversing camera on KX-2 models and above – but step up to KX-4, and you'll benefit from a Nissan-style Around View Monitor. This adds a plethora of cameras for ultimate visibility when manoeuvring.

Out on the open road, the Sorento is quiet and refined. And considering this is a big car, the suspension does a good job of keeping body roll in check, plus it's well cushioned on the motorway. Yet while our model had Kia's Drive Mode Select system, we found it made little difference as we pushed on, leaving us wanting a little more weight and increased feedback in tighter bends.

UK buyers only get one engine option – a 197bhp 2.2-litre diesel. It felt punchy, but we'll have to see how it copes when the car is loaded with people. Kia bosses confirmed there are no plans for any other engines in the foreseeable future.

Fuel economy isn't bad, though, with manual versions returning 49.6mpg. Automatics are slightly thirstier and cost



High-quality interior feature plenty of kit, while on the road, refinement impresses



around £1,750 more, and while the six-speed auto is no slouch, the manual is more responsive and suits the car better.

All UK Sorentos get seven seats, with a sliding middle bench for more leg or boot room. The two rearmost seats are for occasional use only, but they fold flat and will come in handy for busy families.

With those seats down, the Sorento boasts a 605-litre boot, and although that's large, it's a long way short of

the Discovery Sport's 981 litres. Still, it almost matches it with all the rear seats folded, measuring up at 1,662 litres versus the Disco's 1,698 litres.

It's this KX-2 model that should steal the majority of Sorento sales in the UK. It comes with a great kit list and represents decent value compared to its rivals. The flagship KX-4 boasts luxury car features, but it costs more than £40,000 and doesn't warrant such a price hike.

Essentials

Kia Sorento KX-2 CRDi

Price:	£31,995
Engine:	2.2-litre 4cyl diesel
Power:	197bhp/441Nm
Transmission:	Six-speed manual, four-wheel drive
0-60mph:	9.0 seconds
Top speed:	124mph
Economy:	46.3mpg
CO₂:	161g/km

ON SALE April



PRACTICALITY With all the rear seats folded, Sorento offers a vast load area, almost matching that of the Discovery Sport, at 1,662 litres



INSTRUMENTS Kia has kept the newcomer's cabin easy to use and tastefully designed, with simple dials adding to the charm



ENGINES Sole engine is a 197bhp 2.2-litre diesel – brand has no plans to add other options in UK – and all models wear EcoDynamics badge

Auto Express Verdict

The new Kia Sorento is a big step forward over the old model, as it feels better all-round in near enough every area. It's good to drive, hugely spacious and comes loaded to the brim with standard equipment. Top-spec models are expensive, though, and in all honesty, this well equipped KX-2 (at £10,000 less) will suit most buyers down to the ground.





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NEED TO KNOW...
“Zenos has sold more than 100 examples of the E10S already, and it predicts another 100 sales by the end of the year”



Essentials

Zenos E10S Track Pack

Price:	£33,995
Engine:	2.0-litre 4cyl turbo
Power:	250bhp
Transmission:	Six-speed manual, rear-wheel drive
0-62mph:	Sub-4.0 seconds
Top speed:	150mph
Economy:	35mpg
CO₂:	155g/km

ON SALE Now



Zenos E10S

Performance

0-62mph/top speed
Sub-4.0 secs/150mph



Running costs

35mpg (official)
£38 fill-up



FIRST DRIVE Back-to-basics sports car sets sights on Lotus Elise S



Jonathan Burn

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AE GENERALLY speaking, you've had two options if you're in the market for a lightweight, two-seat sports car; Lotus or Caterham. They share decades of experience in developing undiluted, back-to-basics machines that major on fun. Now, though, there's a new alternative that has an impressive pedigree of its own – the Zenos E10S.

Zenos is the brainchild of former Lotus and Caterham bosses, and the E10S is the company's second production model. It continues the trend set by the E10 of delivering lightweight, affordable and accessible sports car thrills – and it has the Lotus Elise S firmly in its sights.

It sits on the same bespoke, part-carbon, part-aluminium chassis as its lesser-powered and £5,000 cheaper stablemate. A 250bhp 2.0-litre turbo from the Focus ST nestles behind your head.

Its minimalist appearance – there's no roof or doors and the windscreen is a £1,600 option – means it tips the scales at only 725kg. The Elise S is nearly 200kg heavier and 33bhp down. That ensures the E10S is seriously quick. Clamber



Adjustable seat and pedals mean getting comfortable is easy behind the wheel

over the low-slung body, sink into the cockpit and you're perfectly encapsulated, despite the fact there's no roof. The seat and pedals are adjustable, enabling the ideal driving position for all.

As the semi-slick ZZR tyres bite in, you are catapulted from 0-62mph in less than four seconds, while the digital speedo struggles to keep up as you rip through the six gears on the Ford box. The throw is perhaps an inch too long, but it has a solid action. The engine whips all the

way to 7,000rpm, and despite its turbo gives no surprises in the delivery – it's predictable and positively linear.

Lift off the throttle and you'll hear heady turbo whistles and exhaust bangs. It's an all-consuming experience, and the lack of cabin distractions means you can just get on with driving, with the completely unassisted and perfectly balanced steering allowing you to dance the car through corners.

Front-end grip is strong and there's a real sense of precision. In the wet and on barely legal road tyres, though, it can be demanding – especially without ABS or traction control. The ride also strikes a great balance, being forgiving but stiff enough that you can really lean on it without upsetting the inherent balance.

And if the wind-in-your-hair experience is the only thing putting you off, Zenos is also working on a two-door E12 coupé, due in 2018.

EQUIPMENT Standard kit is sparse, although alloys are fitted. Practicality is limited too, with seating for two and lack of doors restricting access



INTERIOR The need to cut weight means cabin is predictably stripped out. A pair of digital displays relay all the essential information



OPTIONS £4,000 Track pack adds heated seats, adjustable dampers and race harnesses, plus limited-slip differential and a six-speed gearbox



Verdict

IF anything, the Zenos E10S has exceeded expectations. That a sports car company launched less than two years ago can create a genuine alternative to a Lotus or Caterham is astonishing. The Zenos' grin-inducing nature and raw simplicity add to its exploitable character. It was intended to be good, clean and affordable fun – and that's exactly what it is.



Zenos' acceleration is strong and the handling adept



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NEED TO KNOW...

"Civic Tourer is still one of the most practical estates in the class. Only Peugeot's 308 SW (opposite) has a bigger boot"



Honda Civic Tourer

Performance
0-62mph/top speed
10.5 seconds/121mph



FIRST UK DRIVE Refresh brought best out of Civic hatch. Will it do the same to estate?



Richard Ingram
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AE WE tested the revamped Honda Civic back in February (Issue 1,359), but the changes to the range weren't just limited to the hatchback, as the improvements have also been applied to the practical Tourer estate car.

That means new headlamps with LED daytime running lights, refreshed bumper designs and an updated grille. Honda has also done some work on the Tourer's interior, with the same updated Android infotainment system

from the hatch, as well as new door trims, seat fabrics and dash panels.

Luckily, the engineers haven't altered practicality. The 624-litre boot keeps the car near the top of the class, surpassed only by the Peugeot 308 SW, which offers a 660-litre load bay. Space in the back of the Civic is good, too, and the seats fold away in one smooth action.

Our range-topping EX Plus model is actually £1,320 less like-for-like than the previous-generation car. Standard kit is decent – as you'd expect at over £26,000 – and it includes 17-inch alloys, heated leather seats and



Olis Clay

"Frugal diesel engine makes the Civic Tourer one of the cheapest cars in its class to run"



automatic climate control. All models feature the new Honda Connect central screen, with our EX Plus boasting built-in sat-nav with European mapping, too.

For £600, Civic Tourer buyers can also spec a Driver Assistance Package, which adds safety tech such as forward collision warning, lane departure warning, blind spot monitoring, traffic sign recognition and automatic high beam support.

While that seems reasonable value, few buyers will be prepared to stump up more cash for extra safety tech, especially when you consider that metallic paint will set you back £525.

The car is available with 1.8-litre i-VTEC petrol and 1.6-litre i-DTEC diesel engines, and we were given a go in the

latter. Despite the extra bulk, it doesn't feel that different to the hatch, with a well sorted chassis, nicely weighted steering and good motorway refinement.

It suffers the same delayed lug of torque, though, meaning progress at low revs is limited, but as the revs build the engine feels much more flexible.

The frugal diesel engine makes it one of the cheapest cars in its class to run, too. Honda says it'll do 72.4mpg in mixed motoring, but we found you need to go very easy to hit those heights. We returned 54.1mpg during six months with a pre-facelift car last year.

While the updates haven't changed the way the Civic drives, the improved kit list and tweaked styling are welcome. Most buyers will be happy with the lesser SE Plus or SR trim models, but if you want all the bells and whistles, this top-spec EX should fit the bill nicely.

Even though it's heavier than hatch, Tourer performs just as well – it has a refined ride and composed handling

Essentials

Honda Civic Tourer EX Plus 1.6 i-DTEC

Price:	£26,140
Engine:	1.6-litre 4cyl diesel
Power:	118bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	10.5 seconds
Top speed:	121mph
Economy:	72.4mpg
CO₂:	103g/km

ON SALE Now



EQUIPMENT All cars now come with Honda's new Android-based infotainment system, which operates through a seven-inch touchscreen. Leather is standard on EX Plus models



PRACTICALITY Space inside the Tourer is much improved over the hatchback, with more headroom and a boot capacity of 624 litres with the rear seats in place



Verdict

THE fact that most of the changes to the Civic Tourer are cosmetic is no bad thing. With savings of up to £1,620 across the range, the estate model is better value than ever before. Plus, it still comes with a huge, 624-litre boot. The pick of the engine range remains the fuel-sipping 1.6-litre i-DTEC, as it's a perfect match for the Honda's load-lugging capabilities.



Peugeot 308 SW GT

FIRST UK DRIVE New top-spec trim adds sporty feel to practical load carrier

Olis Clay



Classy red stitching features on leather steering wheel, gearlever and seats

NEED TO KNOW... "Flagship 308 SW GT comes exclusively with 2.0 BlueHDi diesel and Peugeot's six-speed Efficient Automatic Transmission (EAT6)"



Dean Gibson
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AE UNTIL the Peugeot 308 spawns a hot hatch, this GT-spec car is there to satisfy buyers looking for a sportier model. The five-door comes with petrol and diesel power, but the SW GT estate is offered exclusively with a 2.0-litre BlueHDi diesel, which is paired with Peugeot's six-speed auto gearbox.

From the outside, the GT gets a sportier look than the Feline model it replaces, courtesy of lowered suspension – 7mm up front and 10mm at the back – and a subtle bodykit. The metallic-blue colour of the car in our pictures is exclusive to GT models, too, while a new 18-inch wheel design, Lion badge located in the grille and a rear diffuser with twin exhausts add to the sporty feel.

Inside, GT cars get a red-stitched leather steering wheel, while a Sport button on the centre console is designed to enhance the driving experience.

On the road, the ride is relatively comfortable, and the chassis is designed for cruising

rather than performance. Switch to Sport mode, and the dials turn red, while a fake engine rumble is piped into the cabin. Throttle response is improved and the steering is given more weight, although it still doesn't feel quite as direct or responsive as rivals'.

But take manual control of the box, and the shifts are vague, with a delay between selecting a gear and when it engages. Keep the box in auto mode, and it makes the most of the performance on offer. However, with a 0-62mph time of 8.6 seconds, the 308 SW GT doesn't quite have the muscle to take on hot diesel estates such as the Ford Focus ST.



Essentials

Peugeot 308 SW GT BlueHDi 180

Price:	£26,845
Engine:	2.0-litre 4cyl turbo
Power:	178bhp
Transmission:	Six-speed auto front-wheel drive
0-62mph:	8.6 seconds
Top speed:	135mph
Economy:	68.8mpg
CO₂:	107g/km

ON SALE Now



EQUIPMENT High-set dials and small steering wheel remain, while GT is marked out on the outside by bodykit and LED indicators



PRACTICALITY Rear seats offer plenty of room, and class-leading 660-litre boot capacity expands to 1,775 litres when they're folded



Verdict

AS a replacement for Feline trim, the 308 GT is a worthy flagship for the range. It's generously equipped, has a sporty look to mark it out from the rest of the line-up and feels like a high-quality product inside. However, this SW can't match the likes of the diesel Ford Focus ST Estate for performance. Plus, Sport mode seems more of a gimmick than an enhancement of the 308's chassis.





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Subaru Outback

FIRST UK DRIVE New 4x4 estate is fine all-rounder

Subaru Outback 2.0 D SE Premium Lineartronic

Price:	£32,995
Engine:	2.0-litre 4cyl diesel
Power:	148bhp
Transmission:	CVT auto, four-wheel drive
0-60mph:	9.9 seconds
Top speed:	124mph
Economy:	46.3mpg
CO₂:	145g/km

ON SALE April



AE SUBARU claims to have pioneered the crossover class when it launched the original Outback more than two decades ago. Since then, a raft of rivals have stormed the market, but the brand is hitting back with this new fifth-generation car – a jacked-up version of the forthcoming Legacy, which we won't get in the UK.

We tried the 2.0 D Lineartronic CVT model, which Subaru says will return 46.3mpg and emit 145g/km of CO₂. The gearbox has an innovative step function, allowing it to act like a torque converter, and it's one of the best CVTs around.

Of course, the Outback is no sports car, but the symmetrical 4x4 system and active torque vectoring ensure there's plenty of grip. Plus, it's one of only a handful of estates with off-road ability.

While SUVs often sacrifice space for style, this Subaru gets a 512-litre boot and plenty of cabin space, and the slick new touchscreen is easy to use.

As for safety, the Outback has been awarded five stars by Euro NCAP, and is loaded with clever crash-prevention tech. The innovative 'EyeSight' system scans the road and, unlike rival set-ups, can differentiate between cars, pedestrians and other objects and even identify brake lights to prepare for an emergency stop.



Cabin gets touchscreen, and has lots of space, as does 512-litre boot. Subaru rides well on road and is capable off it



EQUIPMENT

All models get automatic LED headlamps, 17-inch alloy wheels, sat-nav and heated seats. SE Premium cars like our test model gain a sunroof, leather, keyless entry and a power tailgate



Verdict

THE fifth-generation Outback won't appeal to everyone, but it's a big improvement over the old model. While crossover rivals are more stylish, if you want a practical estate car with strong off-road ability, then this latest version is well worth a look.



Coming soon



NISSAN PULSAR NISMO LATE 2015

Faster version of Nissan's family hatch will rival VW Golf GTI with 247bhp 1.6 turbo engine.

SUPERMINIS

Fiat 500	2016
Ford Ka	mid 2015
Ford Fiesta	2017
Honda Jazz	early 2015
Mazda 2	spring
Renaultsport Twingo	late 2015
Renault ZOE update	late 2015
Renault 5	late 2015
SEAT Ibiza	2016
Vauxhall Adam Grand Slam	April
Vauxhall Corsa VXR	spring
Vauxhall Viva	spring

FAMILY CARS

Alfa Romeo Giulia	late 2015
Alfa Romeo Giulia Estate	late 2015
Audi A3 three-cylinder	late 2015
Audi A4	mid 2015
BMW 1 Series facelift	mid 2015
BMW 3 Series Plug-in	mid 2016
BMW i5	2016
Ford Mondeo Vignale	mid 2015
Honda FCEV	mid 2015
Infiniti Q30	late 2015
Jaguar XE	spring
Mercedes CLA Shoot. Brake	mid 2015
MG5	2015
MINI Clubman	mid 2015
Nissan Leaf	mid 2016
Porsche Panamera estate	2016
Skoda Superb	summer
Skoda Fabia estate	mid 2015
Tesla Model III	2016
Toyota Prius	late 2015
Toyota Mirai	late 2015
Vauxhall Astra	late 2015
VW Beetle Dune	late 2015
VW Golf Alltrack	mid 2015
VW Golf CC	2015
VW Golf R estate	spring
VW Passat Alltrack	summer
VW Passat GTE	June

SPORTS CARS

Alfa 4C Stradale	2015
Alfa 6C	2016
Aston Martin DB9	late 2016
Aston Martin V8 Vantage	early 2016
Audi A5	spring 2016
Audi A9	2018
Audi R4	2016
Audi R8	mid 2015
Audi TT Sportback	2016
Audi TT Sport Quattro	2016
BMW M1	2016
BMW M2	mid 2015
Caterham sports car	2016
Chevrolet Corvette Z06	spring
Ferrari 488 GTB	spring
Ford GT	2016
Ford Focus RS	2016
Ford Mustang	mid 2015
Honda Civic Type R	late 2015
Honda NSX	late 2015
Infiniti Q60	2016
Jaguar XE SVR	early 2016
Kia GT4 Stinger	2016
Lamborghini Asterion LP910-4	2017
Lexus GS F	late 2015
Lexus RC	late 2015
Lexus LF-LC	2016
Maserati Alfieri	2016
Maserati GranTurismo	late 2017
McLaren P13	2015
Mercedes-AMG GT	early 2015
Mercedes-AMG CLA 45 S	mid 2015
Mercedes C 450 AMG Sport	spring
MG TF replacement	2015
MINI JCW	mid 2015
Nissan Pulsar Nismo	late 2015
Peugeot 308 R	mid 2015
Porsche Cayman GT4	mid 2015
Porsche GT3 RS	mid 2015
Porsche 911 facelift	late 2015

Porsche 961	2017
Porsche Pajun	2017
Renault Alpine	late 2015
Toyota FT-1 (Supra)	late 2015
Vauxhall Monza	2015

SUVs

Alfa Romeo SUV	early 2016
Aston Martin SUV	2017
Audi Q1	2016
Audi Q5	2016
Audi Q6	2016
Audi Q7	mid 2015
Audi Q8	2017
Audi RS Q1	late 2016
Bentley Bentayga	2016
BMW X3	2016
BMW X7	2018
Dacia Duster facelift	2016
Ford Edge	mid 2015
Honda CR-V	mid 2015
Honda Vezel	2015
Infiniti QX30	mid 2016
Jaguar F-Pace	2016
Kia Sorento	mid 2015
Lamborghini Urus	2017
Land Rover Defender	2016
Maserati Levante	2016
Mazda CX-3	mid 2015
Mercedes GLC	2015
Mercedes GLE Coupé	2015
Mercedes baby SUV	2017
Peugeot Quartz	2016
Porsche Cayenne Coupé	2017
Porsche Macan Turbo S	2015
Porsche Macan GTS	2015
Range Rover Sport SVR	spring
Renault Kwid	2016
Renault Kadjar	August
Renault seven-seat SUV	2016
SEAT IBX	2016
Skoda Yeti+2	2016
SsangYong Tivoli	2015
Suzuki Vitara	April
Tesla Model X	2015
Toyota C-HR	2017
Volkswagen Taigun	2015
Volkswagen Tiguan	2016
Volkswagen T-ROC	2016
Volvo XC40	2018
Volvo XC60	late 2015
Volvo XC90	early 2015

PEOPLE MOVERS

BMW 2 Series Gran Tourer	summer
Ford C-MAX facelift	spring
Ford Grand C-MAX facelift	spring
Ford S-MAX	early 2015
Mercedes R-Class	2016
VW Touran	November

CABRIOLETS

Audi R8 Spyder	2016
Audi TT Roadster	2015
Alfa Romeo 4C Spider	early 2015
Fiat 124 Spider	summer 2016
Ford Mustang Convertible	2015
Jaguar F-Type SVR	late 2015
Lamborghini Huracán Spyder	late 2015
Mazda MX-5	mid 2015
Mercedes C-Class Cabriolet	2015
Mercedes S-Class Cabriolet	2015
MINI Convertible	2016
Range Rover Evoque Cabriolet	2015
Rolls-Royce Wraith Drophead	2016
VW Beetle Dune cabriolet	late 2015

LUXURY CARS

BMW 7 Series	mid 2015
Cadillac ELR	late 2015
Infiniti Q80	2020
Jaguar XF	late 2015
Mercedes-Maybach S 600	spring
Mercedes S-Class Pullman	2015
Rolls-Royce Phantom	2017
VW Phaeton	late 2016
Volvo S90	2016



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136

BRILLIANT NEW CARS

OUR UNMISSABLE GUIDE TO THE MOST EXCITING NEW CARS
HEADING FOR THE SHOWROOM THIS YEAR... AND BEYOND



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AE THE bounce is back in the car industry, with the recent Geneva Motor Show playing host to an array of fascinating new models, from chic city cars to rugged, all-purpose SUVs and firebreathing hypercars.

To keep you up to date with all the new cars on the way, we've compiled this unmissable guide that showcases the models we're most excited about.

Over the next 32 pages we tell you all you need to know on 136 brilliant new cars, including when you can get your hands on them and what their starting prices are expected to be. If you're thinking of buying a new car, you can't afford to miss it...

**RENAULT
KADJAR**

**SKODA
SUPERB**



**HONDA
NSX**



1 FORD GT

PRICE £250,000 (EST)
ON SALE LATE 2016

PICTURES don't do justice to some cars, and the new Ford GT is one of them. This stunning supercar is set to give the brand a legitimate Lamborghini Aventador rival – and a more exclusive one at that, with production limited to just 250 models a year.

Powered by a mid-mounted 3.5-litre V6 EcoBoost turbo engine with around 600bhp, the GT has been created for Ford to demonstrate the best of its

engine, aero, material and chassis tech that will filter down to its everyday cars. The interior includes a racing-style multifunction steering wheel, while the instrument panel is fully digital and customisable.

Performance figures aren't confirmed, but expect 0-62mph in less than three seconds and a 200mph top speed. Buyers will even be able to fettle the height-adjustable, race-derived pushrod suspension.

FAST FACT

Ford is likely to enter the 2016 Le Mans 24 Hours in the GT – marking 50 years since its famous win in the original GT40.



2 SUBARU LEVORG

PRICE £25,000 (EST) ON SALE WINTER

THE Levorg is currently on sale in Japan, and will squeeze into Subaru's model range in the UK beneath the recently introduced Outback. While it may look like a replacement for the ageing Legacy, it has been designed as an all-new car aimed at a younger demographic.

It's shorter and lower than the new Outback, but it will still be available with the brand's four-wheel-drive system for go-anywhere ability.



3 KIA GT

PRICE £45,000 (EST) ON SALE LATE 2016

KIA has already impressed with its Cee'd GT range, and it aims to build on this with the GT sports car.

The four-door coupé's styling has already been signed off by design chief Peter Schreyer, and it's been penned with half an eye on Europe and the other on the profitable US market. There will be a choice of high-performance four and six-cylinder petrol and diesel engines ranging from a small 2.0-litre up to a storming V8.

FAST FACT

The GT Concept first appeared at the 2011 Frankfurt Motor Show. Kia has been keen to build it ever since, but has been evaluating the business case for it.



CarPix

4 BENTLEY BENTAYGA

PRICE £140,000 (EST) ON SALE MARCH 2016 (EST)

BENTLEY won't do things by halves with its first 4x4. Our spies have caught the Bentayga on test, and while it'll share a platform with the Audi Q7, it'll be built here and aim to be the most luxurious SUV ever, as well as a true off-roader – the name is taken from a rock formation in Gran Canaria.

With a choice of V8 and W12 petrol engines, it'll offer huge power, vast passenger space and the sort of refinement that may even trump a Range Rover.

YOUR VIEW

"I think it's retained the Bentley classic style while embracing a modern twist in the SUV body."

JEREMY SCOTT
via autoexpress.co.uk



Automedica

5 BMW 3 SERIES

PRICE £24,000 (EST) ON SALE LATE 2015

BMW will facelift its big-selling compact executive model in 2015, and while the changes won't be revolutionary, you can expect useful efficiency improvements – not least owing to three-cylinder turbo engines. These are a first for the 3 Series and are set to vastly improve the economy of base models.

To keep company drivers happy (and match Jaguar's XE), a sub-100g/km 320d will appear, while a petrol-electric hybrid with 50g/km CO₂ emissions is expected. And all that alongside notably improved cabin quality.

FAST FACT

As well as borrowing three-cylinder petrols and diesels from the MINI, the 3 Series is set to get the latest ConnectedDrive infotainment set-ups.



6 AUDI Q7

PRICE £45,000 (EST) ON SALE SPRING (EST)

THE new Q7 is set to be by far the most advanced Audi SUV ever. Not only does it offer a cleaner look, much better cabin quality with more space, plus improved refinement, a systematic weight loss programme has also boosted fuel efficiency and driving dynamics.

The core 3.0-litre TDI model promises 47.8mpg and 153g/km – remarkable for a seven-seater with such strong performance – while a diesel-electric hybrid e-tron version has been confirmed for 2016 that claims an almost unbelievable 166mpg.

YOUR VIEW

"On the one hand, it's good to see Audi has avoided Mercedes' stylistic silliness. On the other, it just looks dull."

SMAJR via autoexpress.co.uk



7 HONDA JAZZ

PRICE £11,500 (EST) ON SALE SUMMER

HONDA'S big news in recent weeks has been head-turning models such as the Civic Type R hot hatch and NSX supercar, but the humble new Jazz is one of the most important cars the company will launch this year.

It's set to build on the reputation the current model has for exceptional space and flexibility in a small footprint, and promises much improved refinement and quality. A 102bhp 1.3-litre petrol engine will be the only option at launch, offering better economy, at 60mpg, with a hybrid to follow.

8 HYUNDAI GENESIS

PRICE £47,995 ON SALE NOW

WHEN you first mention the idea of a £48,000 Hyundai saloon that rivals the BMW 5 Series, it doesn't seem to make a great deal of sense. However, the new Genesis – in showrooms now – is an accomplished car in its own right, and it's certainly a bold choice.

It's perhaps best to think of the Genesis as a reputation enhancer and a showcase for the company's talent. The distinctive four-door comes absolutely packed with luxury equipment – everything from a head-up display, soft-close doors, reclining ventilated rear seats and an around view parking assistance system is included as standard.

But the 311bhp 3.8-litre V6 is sluggish, and anyone considering taking the plunge should do so with their eyes wide open, as depreciation will be a big problem.

DRIVEN

"A hefty price tag, high running costs, non-premium badge and ponderous driving dynamics mean the Hyundai Genesis will be a rare sight in the UK." James Disdale, road test editor



YOUR VIEW

"Just look at all those silly, non-functional details"

PHIL via autoexpress.co.uk



9 MINI JCW

PRICE £22,865 ON SALE APRIL

THE John Cooper Works hatchback has always been the most focused MINI on sale – and that trend is set to continue with this latest model.

Revealed at January's Detroit Motor Show, the new JCW gets 228bhp and is the most potent production MINI ever. It produces 10 per cent more power and 23 per cent more torque than the car it replaces, and is sure to be even more fun to drive.

A six-speed manual gearbox is standard, while a Steptronic auto is available as an option. The latter improves the car's 0-62mph sprint time, cutting it to 6.1 seconds – compared to 6.3 seconds for the manual model. Fuel economy and emissions for

the manual version stand at 42.2mpg and 155g/km, with the auto claiming 49.5mpg and 133g/km.

All new MINI JCWs get upgraded suspension, steering and brakes, as well as a variety of styling tweaks to set them apart from the standard Cooper S. There are larger air intakes at the front, a JCW-specific spoiler at the rear and unique 17-inch alloys. On the inside is a set of new bucket seats and stainless steel pedals, as well as redesigned instrument displays specifically for the range-topper.

It looks as though the car will be competitively priced, too. It's set to cost £2,035 less than an Audi S1, at £22,865, with first deliveries from late April.



10 MERCEDES V-ISION-E

PRICE £40,000 (EST) ON SALE LATE 2015

THE new V-Class went on sale last year, but Mercedes hasn't delayed showing us what a frugal plug-in hybrid version might look like.

While the V-ision-e is still a concept, it could point to a production model, with 10 plug-ins due from the brand before the end of 2017. The V-ision-E is capable of 30 miles on electric power alone, and emits just 71g/km of CO₂ – but can do 0-62mph in 6.1 seconds. It pairs a 207bhp petrol engine with a 118bhp electric motor.



11 SMART FORTWO BRABUS

PRICE £18,000 (EST) ON SALE MID-2016

NOW the third generation of Smart's tiny ForTwo city car is on sale, Brabus will get to work creating a racier version for release next year.

The 0.9-litre turbo engine (borrowed from the Renault Twingo) is likely to be upgraded, with power soaring beyond 110bhp, and driving the rear wheels. To complement this, muscular styling upgrades will include a sportier grille, bumper and wheel designs, and it might receive minor chassis fettling to cope with the increased performance.



12 VOLKSWAGEN TOURAN

PRICE £19,790 ON SALE NOVEMBER

THE Touran is the latest car to adopt Volkswagen's MQB platform. Since the MPV launched in 2003, 1.9 million examples have been sold worldwide, and the all-new model will arrive in November.

The new running gear not only makes the Touran 130mm longer than the current car, but 62kg lighter, too. On the outside, there are reshaped front and rear bumpers, while engine efficiency has improved by around 19 per cent – the most economical Touran claims 68.9mpg.



13 ALFA ROMEO 4C SPIDER

PRICE £59,500 ON SALE SUMMER

FOR pure kerb appeal this summer, the new Alfa Romeo 4C Spider will be difficult to beat, with looks taken straight from page one of the supercar design catalogue.

Weight is kept down by clever technology including a carbon fibre windscreen frame, and with the fabric roof down drivers will be able to soak up the addictive sound from the titanium exhaust. The Spider has the same 237bhp turbo as the coupé, and while its £8k premium seems steep, for sheer drama it'll be worth every penny.



Automedia

14 AUDI A4

PRICE £28,000 (EST) ON SALE SPRING 2016

THE A4 is one of Audi's core models, but the current version is really starting to feel its age alongside much more modern rivals like the Mercedes C-Class and Jaguar XE.

As our spy shot shows, the new car will play it safe on the style front – although it'll get standard LED headlights – and focus mainly on improved cabin quality, refinement, tech and efficiency. Expect cues from the A6 inside and class-leading boot space, plus Audi is set to introduce a sub-100g/km 2.0-litre TDI to take on the 99g/km XE.



15 CITROËN BERLINGO

PRICE £13,500 (EST) ON SALE NOVEMBER

EVEN vans with windows need upgrading from time to time, and Citroën has revised its Berlingo inside and out. There's a new grille, bumper and daytime running lights, plus a new seven-inch touchscreen interface in the centre of the dash. Autobraking is added for the first time as well.

A range of new BlueHDi diesels promises to cut CO₂ emissions by around four per cent, and meet Euro 6 regulations. But the biggest draw for most buyers will still be the massive boot, which offers 3,000 litres of space with the rear seats folded.



16 PORSCHE CAYMAN GT4

PRICE £64,451 ON SALE NOW

TO complement the faster and harder 911 GT3 RS, Porsche has introduced a more extreme version of its smaller Cayman. The new GT4 is billed as a model for those who enjoy track days but like to drive home in their car afterwards.

Unlike lesser Caymans, it features the bigger 3.8-litre naturally aspirated flat-six derived from the 911 Carrera S, pumping out 380bhp through a six-speed manual box only. This claims 0-62mph in 4.4 seconds and a 183mph top speed. The GT4 also has stiffer suspension and aero body add-ons.

DRIVEN

"GT4 proves no one engineers sports cars like Porsche. It's not as extreme as the 911 GT3, but is the Cayman to have."

Paul Bailey,
special contributor



17 NISSAN SWAY

PRICE £10,000 (EST) ON SALE MID-2016

NISSAN'S once popular Micra supermini has slipped behind the class best in the past few years, but the company hopes to get it back on track – and the bold new Sway concept car shows us how.

Although it's just a design preview for the brand's next Ford Fiesta rival, we expect many features to be carried over to production – from the distinctive curves and family face to the radical floating roof and side kinks. The sporty profile also shows Nissan's commitment to improving driving dynamics and rivalling the supermini class leaders.

Inside, the Sway features an elegant, minimalist design that will bring advanced touchscreen technology and improved connectivity, while the glass roof allows light to flood in. Again, many of the details are pure concept car, although they show the bold direction the firm plans to take with the Micra.



18 HYUNDAI TUCSON

PRICE £17,500 (EST) ON SALE SEPTEMBER (EST)

A VERY significant car for Hyundai, the Tucson represents “a complete step change” according to the Korean firm.

It replaces the ix35 crossover and boasts the best quality of any Hyundai bar the flagship Genesis saloon.

A five-strong engine range will comprise two 1.6-litre GDI petrols, one turbocharged, and three diesels, including a 1.7-litre unit with 113bhp and a 2.0-litre in 133bhp and 180bhp states of tune. Most will be front-wheel drive, but four-wheel drive will be an option on more powerful versions.

YOUR VIEW

“The design is more athletic and elegant than before. Hyundai wants to make us think differently of itself.” **SOLDIERBOY001** via autoexpress.co.uk

**19 ASTON MARTIN V12 VANTAGE GT3**

PRICE £250,000 ON SALE NOW

AN absolute steal for private racers compared to the £1.8m Vulcan, the £250,000 Vantage GT3 nonetheless demonstrates the best of Aston Martin engineering – a bridge between road car and race car with a large dose of Aston character thrown in as well.

It's based on the Vantage and road-legal, with the company calling it “the most focused Aston Martin by some margin”. That's thanks to details like carbon fibre seats, an aero package incorporating huge rear wings, a vented carbon bonnet and, most importantly, a 6.0-litre V12 tuned to 595bhp. Only 100 will be made, so it's exclusive, too.

**20 BMW X5 PLUG-IN HYBRID**

PRICE £55,000 (EST) ON SALE LATE 2015 (EST)

BMW will launch its rival to the Audi Q7 e-tron before 2015 is out, with the X5 eDrive plug-in hybrid using a 2.0-litre, four-cylinder petrol engine linked to an electric motor to make 70mpg and 89g/km possible in its biggest 4x4.

That's some way off the Q7's 166mpg figure, but a 20mpg improvement on the X5 25d model. It's quick, too, with 0-62mph in seven seconds, but capable of an 18-mile electric-only driving range. Home charging takes around three hours.

**21 HONDA HR-V**

PRICE £16,000 ON SALE SUMMER (EST)

HONDA revives the HR-V name in 2015, 10 years after it was discontinued, but this time around the company has reworked it as a compact crossover to rival the Nissan Juke.

As with the Jazz (on whose platform it's built) it features 'Magic Seats' with folding bases, meaning the HR-V could become the most versatile model in its class. But unlike the Jazz there'll be a diesel engine – probably the extremely efficient 1.6-litre i-DTEC from the Civic.

**22 INFINITI QX30**

PRICE £25,000 (EST) ON SALE MID-2016

HOT on the heels of the BMW 1 Series-rivalling Infiniti Q30, the crossover version will appear soon to take on the likes of the Mercedes GLA.

Called QX30, it'll have 192mm of ground clearance and plastic cladding to boost its rugged credentials. Both Q30 and QX30 will sit on Mercedes' new MFA modular platform, which underpins the A-Class hatchback and GLA small crossover. The Infiniti will also borrow 2.0-litre petrol and 2.1-litre diesel engines from Mercedes.



23 FIAT 500 VINTAGE '57

PRICE £12,545 ON SALE APRIL

IT'S testament to the brilliance of the Fiat 500's retro design that it still looks so good eight years after its launch, and this Vintage '57 special edition could be the most stylish version to date.

Referencing the 1957 original in its name, it features a palette of several pastel colours, along with a contrasting white roof, spoiler, antenna and mirror covers. Plus, the deep-dish 16-inch rims are striking. Available with either a 68bhp 1.2-litre engine or an 84bhp 0.9-litre TwinAir unit, the 500's kit includes stop/start, air-con and seven airbags.



24 SKODA OCTAVIA vRS 230

PRICE £24,000 (EST) ON SALE JUNE

IN the same way that VW's Golf GTI is available with the optional Performance Pack, its Skoda Octavia vRS sister car now features a series of upgrades to improve performance and handling.

The vRS 230 gets a power increase of 10bhp to give 226bhp, dropping the 0-62mph time down to 6.7 seconds, while the top speed is 155mph.

There's also an electronic front differential lock, as well as bigger brakes. The new model will likely come with a £1,000 premium over the standard vRS, which will remain on sale.



25 KIA CEE'D GT LINE

PRICE £21,000 (EST) ON SALE LATE 2015

THE new GT Line trim sits just under the racy GT models and is available on the five-door Cee'd, three-door Pro_cee'd and the Cee'd Sportswagon.

There are tasty upgrades such as LED daytime running lights and deeper bumpers, wider GT rear bumpers and twin exhausts, eye-catching side sills, LED lights and a new 17-inch alloy wheel design, plus new upholstery and aluminium alloy pedals fitted to Kia's high-performance GT cars. A new 118bhp 1.0-litre three-cylinder turbo petrol also debuts, as does a new seven-speed DCT auto.

26 FORD MUSTANG

PRICE £28,995 ON SALE LATE 2015

FIFTY years since it took America by storm, the Mustang is finally arriving in the UK and will officially be sold by the firm's UK dealer network. And on paper, it looks as though this new version has lost none of its predecessors' greatest selling point – it's cheap. The new one is an extraordinary high-performance bargain with the 5.0-litre V8 version just £33,000.

Half of Ford's pre-orders are for that version, says the company, with the other half taking the 2.3-litre EcoBoost turbo model. The entry-level 2.3 shouldn't be overlooked though, as its 310bhp packs a bigger punch than many of the old V8s fitted in previous Mustangs. Despite generous standard kit and the eye-catching muscle car styling, the interior is let down by some sub-par plastics, and dynamically it's nowhere near the BMW 4 Series.



DRIVEN

"Mustang has always been about affordable performance, and this latest model puts a big tick in that box." Steve Fowler, editor-in-chief



FAST FACT

The Focus RS can send up to 70 per cent of the power to the rear axle and has a specifically developed 'drift mode' so should be capable of power oversteer on demand.



27 FORD FOCUS RS

PRICE £29,995 (EST) ON SALE LATE 2015

THERE'S a stellar line-up of new hot hatches for 2015, but the Ford Focus RS has to be the most hotly anticipated of them all.

This latest incarnation of the RS breed combines a "320bhp-plus" version of the four-cylinder 2.3-litre turbocharged EcoBoost petrol engine from the new Mustang with an innovative four-wheel-drive system which varies power between the front and rear axles; there's even a 'drift mode'. Now the Focus is a global car, the RS will be sold in much larger numbers, so the silhouette is less pumped-up than before, but a road-scraping chin spoiler, huge rear wing and 19-inch lightweight forged alloys make sure you'll see the car coming.

YOUR VIEW

"I would love Ford to produce a new ST or even a Mondeo RS, preferably with a V6 engine like the previous ST220."

SHAUN34 via autoexpress.co.uk

YOUR VIEW

"Nice car, but suspect that the Civic Type R will run rings round this and hold its value better."

DAVE via autoexpress.co.uk



Automedica

28 MINI CLUBMAN

PRICE £15,000 (EST) ON SALE LATE 2015

SET to debut at September's Frankfurt Motor Show, the larger MINI Clubman will join the range alongside the new three and five-door hatches.

It'll have four passenger doors, with two van-like barn doors at the back, addressing criticism of the current car with its rear door only on the driver's side. Add pumped up dimensions, and it should be far more practical. Engines are set to be three-cylinder petrols and diesels from the hatchbacks.

FAST FACT

Concept seen at last year's Geneva Motor Show was 260mm longer and 187mm wider than outgoing car, as MINI gears up to make the Clubman a true VW Golf rival.



29 BENTLEY CONTINENTAL GT

PRICE £136,500 ON SALE NOW

A SUITE of improvements to the Continental GT for 2015 includes redesigns to the front and rear for a sharper look, plus new alloys and some additional colours.

The cabin benefits from a minor makeover, with the addition of gloss black dashboard inserts, as well as new instrument graphics and extra LED interior lighting.

Power and efficiency are both boosted – the W12 engine is bumped up from 567bhp to 582bhp, while Bentley claims fuel economy is five per cent better.



Grafiar

30 ALFA ROMEO GIULIA

PRICE £22,000 (EST) ON SALE DECEMBER (EST)

LAST year, Alfa Romeo sold only 5,523 cars in the UK – as many as Peugeot sells in a quiet month – so it desperately needs an injection of showroom appeal. Step in the Giulia – the brand's entry in the lucrative junior executive class.

The new BMW 3 Series rival is sure to score on style, while it'll be rear-wheel drive with engines from the Fiat stable. So expect a range including efficient JTDM diesels and the rasping 1.75-litre petrol turbo from the 4C for serious performance. There may even be a hot M3 rival, possibly badged GTA, hinted at in our exclusive image.

FAST FACT

Alfa is known for its pretty saloons: think 155, 156 and 166. But since the 159 was axed back in 2011, this has been a glaring omission from the range.



31 TOYOTA AURIS

PRICE £14,000 (EST) ON SALE SUMMER

TOYOTA'S given the second-generation Auris a mid-life refresh, tweaking its Ford Focus rival outside and in, plus added extra tech and more efficient engines.

At the front there's a sharper grille, while the rear bumper has also been reshaped. Inside, plusher materials have been added and a new infotainment system introduced, while a fresh 1.2-litre turbo petrol joins the range alongside the 1.6 diesel. The popular hybrid powertrain is also expected to be more economical now.

32 JAGUAR F-PACE

PRICE £35,000 (EST) ON SALE MID 2016

ONE of 2015's most controversial cars, the Jaguar SUV has divided opinion. Jaguar has wanted to build a pumped-up 4x4 for years, and now it'll finally arrive bearing a name that divides opinion even more than the concept of a Jag SUV itself.

Like the new XF, the F-Pace will use the XE's platform and the new range of British-built 2.0-litre petrol and diesel engines. A 3.0-litre supercharged V6 petrol is likely, too, as is a V8 for some serious grunt in R guise.

Prices should kick off from around £35,000, so it'll fit in between the Range Rover Sport at £51k and Evoque at £29k, and be positioned for those who value style and fine handling above off-road ability.



FAST FACT

Jaguar toyed with the idea of calling its new SUV 'X-Type', and this name even got designer director Ian Callum's vote. However, F-Pace was chosen for its obvious link to the F-Type.



YOUR VIEW

"Finally, an exciting car from Honda. This Type R is right up my street."

DANIEL JAMES COLLINS
via autoexpress.co.uk

33 HONDA CIVIC TYPE R

PRICE £29,995 ON SALE JULY

WITH modern hot hatchback power outputs stretching from VW's 217bhp Golf GTI to the 362bhp Audi RS3, the new 306bhp Civic Type R sits somewhere in the middle – but it could well establish itself as king of them all. No production hatchback has ever looked as fearsome as this, and Honda's form suggests it could become the quickest, sharpest front-wheel-drive hatchback ever made.

The Type R has already trounced the SEAT Leon Cupra 280's hot hatch record around the Nürburgring race track – although it wasn't a production-spec Honda that set a new fastest lap. Still,

with a 5.7-second 0-62mph time from its 2.0-litre turbo VTEC engine, plus new adaptive suspension to reduce torque steer significantly, the car is as cutting edge as front-drive hot hatches come. Steering, throttle response and dampers are all adjustable, while that big rear wing ensures impressive high-speed stability.

Two versions are available from launch, with a better-specified GT model including satellite navigation, climate control, parking sensors and lane departure warning for a £2,300 premium. A faster, lighter version could be on the way in 2016, too.

FAST FACT

The Civic Type R will have racing pedigree this year as the Honda Yuasa team will race one in the British Touring Car Championship.



34 KOENIGSEGG REGERA

PRICE £1.23MILLION ON SALE NOW

EXOTIC Swedish supercar maker Koenigsegg is proving that the power wars are far from over as its new Regera packs an amazing 1,782bhp.

That colossal figure comes from a twin-turbo 5.0-litre V8 which pumps out 1,085bhp, with the rest served up by three electric motors. Koenigsegg claims the Regera will be the fastest-accelerating car ever made, sprinting from 0-248mph in a breathtaking 20 seconds.

FAST FACT

With 1,782bhp and 2,000Nm of torque from its hybrid set-up, the Regera is set to become the fastest car in the world.



Automedia

35 MERCEDES S-CLASS CONVERTIBLE

PRICE £110,000 (EST) ON SALE WINTER

THE S-Class Coupé is one of the best-looking cars on sale, so how do you make it even more eye-catching? Chop off the roof, of course!

While details on Mercedes' new S-Class Convertible are still quite scarce, our spies have already caught it testing on a number of occasions. It'll get a fabric hood – as opposed to the current SL's folding hard-top – and is likely to share its engines with the rest of the S-Class range.



36 LEXUS LF-C2

PRICE £65,000 ON SALE 2016

LOOK beyond the vibrant gold paintwork, and the LF-C2 previews a convertible version of Lexus' RC coupé. There are no styling surprises, with an identical front end. That means Lexus' signature spindle grille and sharp LED headlights, as well as a pair of gaping air vents and a set of defined bonnet creases.

Inside, there's a 2+2 seating arrangement, and the car is set to get a fabric roof, rather than a metal folding one. It's also more than likely to use the tuneless 5.0-litre V8 from the RC F (tested on Page 90).



37 ARIEL NOMAD

PRICE £27,500 (EST) ON SALE NOW

THE crossover SUV market has officially gone mad, with even British super-light sports car maker Ariel having a go. The Nomad features the company's trademark spaceframe chassis, but is equipped with rollover protection, chunky off-road tyres and Land Rover-inspired off-road suspension.

The result is the quickest, lightest mud-plugger ever made, with 0-62mph in 3.4 seconds thanks to a revvy 2.4-litre Honda VTEC engine. It's even available with luxuries such as a zip-up canvas roof and doors.

FAST FACT

Just like the Atom sports car and Ace motorbike, the Nomad is built by just one technician. Ariel is predicting it'll produce around 100 models a year.



38 McLAREN 570S COUPE

PRICE £135,000 (EST) ON SALE OCTOBER

McLAREN'S rival to the Porsche 911 Turbo S, the 570S Coupé – the first member of the company's Sports Series family – will debut at the New York Motor Show.

Details are scarce, with this official spy shot our only glimpse of the car for now, but a spokesman has already revealed the Sports Series will be offered with a choice of three 500bhp-plus power outputs. From launch, we're expecting 562bhp and 575bhp models, with an even faster and firmer 600bhp-plus version joining the range at a later date.



39 HYUNDAI i20 COUPE

PRICE £12,725 ON SALE NOW

BY calling its new three-door i20 a coupé, Hyundai is clearly seeking to take its image beyond 'good value'. Lower than the five-door and set apart by features like a split C-pillar and revised bumpers, this model very obviously targets younger buyers.

Even so, the 336-litre boot is class leading, while a new three-cylinder turbo petrol engine – due at the end of the year – will offer diesel-like economy without the up-front price premium.



40 VOLKSWAGEN CADDY

PRICE £19,000 (EST) ON SALE MID-2015

FOURTH-generation Caddy gets a fresh design inside and out, plus new driver assistance tech and Euro 6-compliant engines. Exterior changes have been restricted to new headlamps and reprofiled bumpers, while inside a new dash layout and updated materials have been added.

The fresh 2.0-litre four-cylinder diesel comes in 74bhp, 101bhp and 148bhp outputs, while a 70mpg-plus Caddy BlueMotion will appear later.



41 FORD FOCUS RED/BLACK

PRICE £21,300 (EST) ON SALE SEPTEMBER (EST)

SPORTY Red and Black Editions of the Fiesta proved a hit, so Ford will work the same magic on the Focus. The new models are due towards the end of the year, and are based on the Zetec S, with a choice of petrol and diesel engines on offer.

They add a contrast-coloured bodykit (taking cues from the hot ST), plus black alloys and red brake calipers. Inside is red stitching, aluminium pedals and an aluminium-topped gearlever.



42 FERRARI 488 GTB

PRICE £200,000 (EST) ON SALE LATE 2015

THE 458 Italia was always going to be a tough act to follow, but Ferrari seems to have managed it with the searingly fast and beautiful 488 GTB. The name has an interesting story, too: the 488 refers to the individual capacity, in cc, of each cylinder, while the GTB is a nod to the 308 GTB.

The big news here is that Ferrari has turned to turbocharging in order

to simultaneously boost power and reduce CO₂ emissions. The new 3.9-litre twin-turbo V8 produces 661bhp and 760Nm of torque – that's 99bhp and 220Nm more than the 458, and enough to propel the 488 GTB from 0-62mph in three seconds flat.

Those split vents in front of the rear wheels channel the airflow to the engine, through the flanks and out the back.

FAST FACT

Ferrari says the 488 GTB will lap its Fiorano track in one minute 23 seconds; two seconds faster than the 458 and half-a-second quicker than the 458 Speciale.



Pohlste

43 FIAT 124 SPIDER

PRICE £20,000 (EST) ON SALE LATE 2015

THE sister car to the new MX-5 being developed by Fiat and Mazda was always supposed to wear an Alfa Romeo badge, but following a U-turn from top brass in Italy, it'll now be reworked as a Fiat and badged 124 Spider.

Expect the same playful handling, sharp steering and crisp gearshift as the Mazda, but with the bonus of retro design, as our exclusive image reveals. For performance fans, an Abarth version is also in the pipeline, which could use a 1.4-litre MultiAir turbo with upwards of 200bhp.



44 VOLVO S60 CROSS COUNTRY

PRICE £30,000 ON SALE SUMMER

WHAT happens when you give a saloon SUV styling cues? The S60 Cross Country is the answer. Set to join the V40 hatch and V60 estate in Volvo's Cross Country range in the summer, it'll become the first saloon to get an SUV makeover.

Its ride's been raised by 65mm, new bumpers have been added and four-wheel drive has been made available as an option. Kicking off the range will be the front-wheel-drive 187bhp D4 model.

YOUR VIEW

"Interesting stuff. There's a niche for this. With Subaru concentrating on SUVs, the niche of a 4x4 saloon car has been wide open."

SIRWIGGUM
via autoexpress.co.uk



45 VOLKSWAGEN GOLF ALLTRACK

PRICE £23,000 ON SALE SUMMER

THE Alltrack will make it a trio of new Golf Estates this year. In the same vein as the soon-to-arrive Passat Alltrack, it uses the traditional estate layout but adds SUV styling and permanent AWD.

It's 20mm higher than the standard Golf Estate, with redesigned bumpers and roof rails adding a tougher image. An all-new 177bhp 1.8 TSI is the sole petrol choice, with more familiar 1.6 and 2.0-litre diesels from the Golf range also on offer.



Automedica

46 BMW 6 SERIES

PRICE £60,000 ON SALE NOW

LAUNCHED at January's Detroit Motor Show, the new 6 Series doesn't break much ground visually – the usual raft of minor front grille and tail-light revisions apply – but it does get more equipment and become more efficient than before.

Full-LED headlights are adopted as standard, while the only diesel – the best-selling 309bhp 640d – returns up to 54.3mpg, depending on bodystyle. That's an improvement of around a mile per gallon. All cars get new wheel designs, and there are two new shades of silver paint.



Automedica

47 LEXUS RX

PRICE £45,000 (EST) ON SALE EARLY 2016

LEXUS is set to reveal the replacement for its ageing RX at April's New York Motor Show. The car – seen in our spy shot – will take styling cues from the radical NX crossover, but won't be as dramatic. At the front is a smoother nose, but it'll incorporate similar boomerang-style LED headlights and the company's trademark 'spindle' grille.

Don't expect Lexus to ditch the old RX's petrol-hybrid powertrain; while Europeans love diesel SUVs, the RX is anticipated to retain the old car's hybrid set-up and CVT auto for relaxed motoring.



48 MERCEDES GLC

PRICE £30,000 (EST) ON SALE LATE 2015

MERCEDES is finally bringing its BMW X3 and Audi Q5 rival to the UK. The old GLK – sold in left-hand-drive markets – was never engineered for right-hand drive, but the new GLC will be.

Based on the current C-Class and boasting a similar front end, spied here, the GLC adds a practical but curvy rear and raised suspension.

As with the GLA, it'll sit closer to the ground than SUVs usually do. Also expect the GLC to use the C-Class's range of petrol turbos and a selection of 2.1-litre diesels.



49 TESLA MODEL X

PRICE £45,000 (EST) ON SALE EARLY 2016

TESLA'S long-awaited Model X will arrive next year, based on the same platform as the larger Model S saloon. The all-electric SUV will be made available exclusively with four-wheel drive, and have a range upwards of 300 miles.

Tesla has placed the battery pack beneath the car's floor so as to not encroach on passenger space inside. Two versions will be offered – with 60kWh or 85kWh – and they'll see similar performance to that of the Model S, with 0-62mph taking around five seconds.

FAST FACT

Tesla has some form when it comes to building great four-wheel-drive cars. The Model S P85D is the fastest-accelerating four-door electric car in the world.



50 MERCEDES-MAYBACH S 600 PULLMAN

PRICE £350,000 (EST) ON SALE SEPTEMBER

BUILT to celebrate 50 years of the original 600 Pullman, this brand-new 2015 model is a whopping 6.5 metres long. The S 600 Pullman has been designed to sit above the already-opulent S-Class and S-Class LWB, and gets Rolls-Royce levels of luxury and a price tag in excess of £350,000.

Targeting government officials, rulers and royal families, it's the second model from the new Mercedes-Maybach brand, which has been relaunched as a bespoke trim level rather than a separate company.

The front and rear are standard S-Class, but inside there's acres more legroom and two extra seats. Quilted leather, a champagne cooler and 18.5-inch monitor are also included. Power comes from a 522bhp 6.0-litre bi-turbo V12.



FAST FACT

At 6.5 metres, the new S 600 Pullman is a mammoth 1.3 metres longer than the already sizeable long-wheelbase S-Class.



**YOUR VIEW**

"Kia and Hyundai have been getting closer to the best European designs; now it looks like they're set to take the lead. Stunning!"

MORIARTY

via autoexpress.co.uk

51 KIA SPORTSPACE

PRICE £27,000 (EST) ON SALE 2016

KIA'S Ford Mondeo-rivalling Optima has a good reputation in the UK, but it's never translated to strong sales. The brand is all set to cure that with a brand new model, which promises sharper design, a higher-quality interior and the option of diesel, hybrid and plug-in hybrid powertrains.

The SportSpace, seen at the recent Geneva Motor Show, hints at an estate version that could follow, and gets Kia's trademark tiger-nose grille, clean lines, a raked back roofline and a rear end with a close resemblance to Mercedes' CLS Shooting Brake.

**YOUR VIEW**

"Just another Lambo with a bigger wing and carbon bodywork. Nothing special." **MICHAEL** via autoexpress.co.uk

52 LAMBORGHINI AVENTADOR SV

PRICE £285,804 ON SALE SPRING

THE letters SV are applied only to Lamborghini's fastest cars, and the Aventador is the latest model to get the Superveloce treatment.

Power from the naturally aspirated 6.5-litre V12 has been upped to 740bhp, with the permanent 4WD system both keeping the car in check and helping it do 0-62mph in a mere 2.8 seconds.

**53 RANGE ROVER SPORT SVR**

PRICE £93,950 ON SALE NOW

THE ultimate premium SUV for many, the Range Rover Sport SVR (driven on Page 30) is the fastest and most powerful model the firm's made to date. Its thumping 5.0-litre supercharged V8 (straight out of the Jaguar F-Type R) packs 542bhp and propels the SVR from 0-60mph in only 4.5 seconds.

But it's not all about power; the gearbox is now quicker-shifting, and an Active Rear Locking Diff can even make the big 4x4 adept at drifting.

FAST FACT

Two-stage active exhaust recreates pops and crackles for a "race car-like soundtrack". But it's still able to cope with the Sport's 850mm wading depth.

**54 ASTON MARTIN LAGONDA TARAF**

PRICE £400,000 (EST) ON SALE WINTER

ASTON'S UK sales dipped slightly in 2014, but the company won't be too worried as it concentrates on expanding in the lucrative Middle East market.

It was originally thought the £400,000 Lagonda Taraf would only go on sale there, but now it has been confirmed that it will be made available worldwide, in limited numbers. Designed to be the world's most luxurious saloon, it has a 6.0-litre V12, and each will be hand-built in Gaydon.

YOUR VIEW

"I like it, but dare I say it looks like a Ford Mondeo from the front and hints of Mustang at the rear?"

BOULE

via autoexpress.co.uk



55 MITSUBISHI L200

PRICE £16,000 ON SALE SUMMER

BOASTING revised styling, a new engine and a more upmarket cabin, the fifth-generation Mitsubishi L200 pick-up will go on sale this summer. Externally, it has a classier chrome grille and LED daytime running lights.

There's new equipment such as keyless start, dual-zone climate control and a DAB radio, as well as an all-new 2.4-litre turbodiesel engine, available with either 151bhp or 178bhp. A variable-geometry turbo is said to improve responsiveness, as well as contributing to a 17 per cent drop in CO₂ emissions.

FAST FACT

L200 has been the company's most popular commercial vehicle in recent times; 1.3 million Mk4 pick-ups were sold in nine years.



56 MERCEDES GLE COUPÉ

PRICE £53,000 (EST) ON SALE MAY

THE GLE Coupé is a BMW X6-rivalling version of Mercedes large SUV. It's due to arrive before the conventional M-Class replacement, which will be badged GLE, and as with the X6, it features an SUV-like raised ride height, but with a sleek coupé body.

The five-seater cabin is predictably luxurious, with premium woods, metals and leathers. Engines will be six-cylinder only; entry-level 350 models get a 254bhp diesel, while there'll also be a 364bhp twin-turbo V6 450 petrol and range-topping 585bhp AMG GLE 63.



57 RENAULT MEGANE

PRICE £14,000 (EST) ON SALE MID-2016

HAVING been on sale with only a small facelift since 2008, the current Mégane is feeling its age. But Renault is now readying a new family hatch to take the fight to the Peugeot 308 and forthcoming Vauxhall Astra. It's set to appear in the UK in mid-2016, and while it's disguised in our spy shot, you can make out its sleeker shape, new face and sportier profile.

We expect the Mégane to get a higher-quality interior, as well as the latest active safety technology and a revamped engine range. Hot hatch fans can breathe a sigh of relief, too, as there'll eventually be a hot Renaultsport version that's set to take the fight to the new Honda Civic Type R.

58 AUDI R8

PRICE £119,500 ON SALE MAY

EVEN Audi was staggered by the success of 2007's original R8, so the pressure was on to get this new model right. True to form for the brand, the styling is evolutionary and perhaps even loses a little of the drama of the Mk1 model – although it's a much improved car in every way.

To push it even closer to its Lamborghini Huracán stablemate, V8 power has been dropped – leaving the V10 only, in two outputs: 533bhp or 602bhp. The car is automatic-only, too, although a manual gearbox may be offered later if demand is there; the gated manual box was one of the original R8's real highlights.

The higher-powered V10 Plus is a true supercar, giving 0-62mph in 3.2 seconds and hitting 205mph. Even the 'base' model completes the benchmark in 3.5 seconds. But it's not all about pure power: a carbon fibre and aluminum chassis means the R8 is lighter, stiffer and sharper than ever.



YOUR VIEW

"Better-looking than the R8 it's replacing, but not as desirable as the new Honda NSX. Can't wait to see those two take each other on." PHIL via autoexpress.co.uk



59 DS 5

PRICE £23,500 (EST) ON SALE SUMMER

THERE'S more to the facelifted DS 5 than meets the eye. This is the car designed to launch DS as a standalone brand in Europe, moving it away from Citroen and – bosses hope – closer to the all-conquering German big three.

To bring a greater sense of sophistication to the model, there's a new hexagonal grille trimmed in chrome with wings flowing seamlessly into the headlights, which feature a pattern derived from the DS symbol. The sides and rear remain largely unchanged from the current DS 5, although not much tinkering was needed with a design this

distinctive. On the inside, the dashboard has been cleaned up with a seven-inch touchscreen, and a range of new, high-grade leathers stitched into the trademark 'watchstrap' design.

A total of six engines will be offered, including a range of 1.6-litre THP turbocharged petrols, a choice of 1.6 and 2.0-litre BlueHDI diesels and a Diesel Hybrid 4x4 model. Although the full plan has yet to be finalised, we expect the new DS 5 – and all subsequent DS models – to be sold through the existing Citroen dealer network, but with DS 'zones' created in each dealership.

YOUR VIEW

"Interesting car; has that French flair and sophistication which you don't find with other marques."

ROBERT via autoexpress.co.uk



60 RENAULT ZOE

PRICE £17,793 ON SALE NOW

RENAULT'S all-electric supermini has been on sale since 2013, and the striking looks still make it a stand-out choice in the class. But to alleviate range anxiety and concerns over charging time, Renault has introduced a version with a more efficient electric motor and better batteries.

While it still looks the same, the powertrain changes mean it's now capable of up to 149 miles on a full charge – 19 miles than before – and charging times have been cut by 10 per cent.



61 FORD EDGE

PRICE £30,000 (EST) ON SALE SUMMER

THE introduction of the Mondeo-based Edge in Europe gives Ford a spacious crossover SUV that the company sees more as a cut-price Audi Q5 rival than a competitor to the Nissan Qashqai.

Already on sale in America (where it's called Fusion), this five-seater is seen by Ford as perfect for Europe as it offers the interior space of a full-size SUV in a smaller body. Two 2.0-litre TDCi diesels will be offered, with 188bhp and 207bhp, the latter featuring a six-speed auto as standard.



62 SKODA FABIA MONTE CARLO

PRICE £13,610 ON SALE JUNE

SKODA isn't planning to introduce a hot vRS version of the new Fabia any time soon, so for now buyers after something sportier will have to settle for the Monte Carlo.

There are no more powerful engines, but it does feature a two-tone paint scheme with a black roof and exterior detailing. There are black alloys, optional sports suspension and sports seats. It'll be available as a hatchback or estate.



63 MINI COUNTRYMAN PARK LANE

PRICE £22,085 ON SALE JULY

AS with all MINIs, the Countryman SUV is not exempt from the occasional high-spec special. The Park Lane version gets an Earl Grey paintjob with contrasting Oak Red roof and bonnet stripes.

All cars also feature 18-inch alloy wheels, LED foglamps and Park Lane badges. Inside, there's some silver and grey trim, as well as carbon black inserts for the doors. The special comes in Cooper, Cooper D, Cooper S and Cooper SD specs, with manual or auto boxes, and two or four-wheel drive.



64 BMW 7 SERIES

PRICE £60,000 (EST) ON SALE SUMMER

TODAY'S 7 Series is seven years old, so before the year is out, a new model will emerge that's the most cutting-edge yet. And it will, of course, still offer limo-like comfort and space.

As our spy shot shows, there'll be no radical new design direction (BMW made that mistake before with the infamous Chris Bangle 7 Series). But by using lightweight construction techniques and hybrid drivetrain technology developed for the i8, this will be the lightest and most efficient 7 ever, and take the fight to the Mercedes S-Class.



65 JAGUAR XF

PRICE £30,000 (EST) ON SALE SUMMER 2016

WITH the XE, updated F-Type and facelifted XJ on the way, Jaguar has a lot on its plate. And as we reveal on Page 8, its BMW 5 Series-rivalling XF will get a sharper look to stand out from the smaller XE.

It'll be the class's lightest, best-handling, most efficient and technologically advanced car. Using a shortened XE platform and suspension from the F-Type, the new XF will be sharper to drive than before and gets new 2.0 and 3.0-litre petrol and diesel engines. A hot 600bhp 5.0 supercharged SVR is set to follow, as is a Sportbrake estate.



66 ASTON MARTIN VULCAN

PRICE £1.8MILLION (EST) ON SALE NOW

THE Vulcan is much more than just a limited-edition race car for the super rich; it's the car that catapults Aston Martin into the performance elite. It's designed with one thing in mind: speed.

However, instead of using complicated hybrid set-ups – as Ferrari and McLaren have with their rivals – the Vulcan sticks with the traditional qualities of big power and low weight. It uses an 800bhp 7.0-litre V12 engine, a six-speed sequential gearbox and carbon-ceramic brakes, with the driver nestled in a light carbon fibre tub.

FAST FACT

Only 24 Vulcans will be built in total – a nod towards Aston's success in 24-hour endurance races around the world, and only the most committed Aston owners need apply.



67 AUDI PROLOGUE AVANT

PRICE £35,000 (EST) ON SALE LATE 2016

CARRYING loads could soon get a lot more interesting. The Prologue Avant Concept shows how an Audi estate focused more on style than outright space could look. A low, swooping roofline and hidden rear door handles give it a coupé-like stance, even though it's longer than today's A6 Avant.

When it starred at the recent Geneva Motor Show, the car combined a 358bhp 3.0-litre TDI diesel engine and a 134bhp electric motor, for a total of 461bhp. According to Audi, the concept would sprint from 0-62mph in 5.1 seconds.

The company could feasibly turn the concept into a niche version of the A6: a large 'lifestyle' estate with four seats and a big boot, using only the more powerful engines in the range. It could be called A6 Sportback, and be lined up as a serious rival to Mercedes' CLS Shooting Brake.



**FAST FACT**

Under the bonnet of the production version, expect to find a six-cylinder turbo, a Ferrari-chasing V12 or even a petrol-electric hybrid.



68 BENTLEY EXP 10 SPEED 6

PRICE £200,000 (EST) ON SALE LATE 2017 (EST)

WITH the Bentayga SUV (Page 48), Bentley is moving into new, taller ground – but the brand's going the other way too, unveiling a surprise two-seater sports car at the recent Geneva Motor Show that previews a new flagship supercar. The EXP 10 Speed 6 is a low-slung concept with Ferrari and Aston Martin in its sights.

The striking newcomer combines cutting-edge technology with tradition in the way that all modern

Bentleys should. Meanwhile, inside, the twin-level dashboard and seats are finished in premium stitched leather – and the latter are quilted, of course – while the high-set centre console incorporates a high-resolution touchscreen display.

On the outside, the long, pronounced bonnet features a pair of distinctive circular LED lights and a prominent upright 3D mesh grille.

69 MERCEDES G 500 4x4²

PRICE £250,000 (EST) ON SALE LATE 2015

THE Mercedes G 500 4x4² is still technically a concept, but the version we drove in Issue 1,359 was as good as ready for production. The idea behind it is an even more rugged version of the already utilitarian Mercedes G 500, complete with a raised ride height and special off-road tyres.

Following the success of the brand's bonkers £370,000 AMG 6x6, this lesser four-wheel-drive version is expected to go on sale before the end of the year. It gets 450mm of ground clearance, plus 22-inch wheels and adaptive dampers.

**DRIVEN**

"In the wilds there's nothing that'll stop it – especially if you go for the more extreme off-road tyre package."

Paul Bailey, special contributor



Automedica



Automedica

70 BMW X1

PRICE £25,000 (EST) ON SALE SUMMER

TO keep up with the Mercedes GLA and Audi's revised Q3, BMW will launch a new X1 featuring much improved quality and a bigger interior. Our spies have caught it on test, and it will be front-wheel drive as standard this time around, using the same platform as the 2 Series Gran Tourer.

The 1.5-litre three-cylinder turbo petrol and diesel expected in the new 3 Series will feature here, dramatically improving economy. Range-toppers will still have xDrive four-wheel drive.

71 RENAULTSPORT CLIO 220 TROPHY

PRICE £21,000 (EST) ON SALE SUMMER

THE Clio 220 takes the Trophy name from its hardcore Mégane brother, but is more civilised, with 217bhp. That's 20bhp more than standard, due to a bigger turbo and uprated exhaust. For a sportier sound, the rev limit's higher, at 6,800rpm.

The dual-clutch gearbox shifts faster, while handling has been improved with lowered, stiffer suspension and quicker steering.

72 VAUXHALL ASTRA

PRICE £13,000 (EST) ON SALE LATE 2015

VAUXHALL will introduce an all-new Astra later this year. To compete with the likes of the Ford Focus, the brand will dress the car in a fancy new suit – not that you can see this in our disguised spy shot. This will bring a weight reduction, as well as several updates under the bonnet.

It's yet to be confirmed, but we can expect the Corsa's downsized 1.0-litre three-cylinder engine to be carried over, with tweaked petrol and diesel engines from the current model also likely.

STARS OF THE FUTURE



73 SUZUKI iM-4

PRICE £13,000 (EST) ON SALE LATE 2016

A NEW Suzuki mini-SUV will arrive late next year, previewed by the iM-4 concept at the recent Geneva Motor Show. The brand has described the newcomer as an “iconic mini 4x4” that blends “new technologies and distinctive styling”.

At 3,700mm long, the iM-4 undercuts several city cars in length and is 482mm shorter than the new Vitara. It's based on the same fresh platform that underpins the upcoming iK-2 hatch (Page 72), too. Setting it apart will be a jacked-up ride height, four-wheel drive and 18-inch alloys.



74 PORSCHE 911 TARGA GTS

PRICE £104,385 ON SALE NOW

PORSCHE'S has applied the GTS treatment to its 911 Targa, and the new wind-in-the-hair model completes the GTS family. It gets the same 424bhp 3.8-litre naturally aspirated flat-six engine and four-wheel drive, and promises 0-62mph in 4.3 seconds with the PDK auto box.

Thanks to additional structural bracing and the electric-folding roof section, it weighs 135kg more than the standard rear-drive GTS – but performance doesn't suffer unduly, with the top speed reduced by just 2mph to 188mph.



75 HYUNDAI i40

PRICE £19,500 (EST) ON SALE SUMMER (EST)

A RANGE of styling tweaks inside and out, improved dynamics, cleaner engines and some new technology complete the changes for the mid-life revamp of Hyundai's i40. The saloon and Tourer estate are already appealing, but have lost ground to more modern rivals.

Updates include a more intuitive infotainment system, a small power hike to 139bhp for the 1.7-litre diesel, plus lower emissions thanks in part to stop/start. A new Advanced Traction Cornering Control system improves handling.

76 SEAT 20V20

PRICE £30,000 (EST) ON SALE 2020

SEAT has been promising us an SUV for a few years, but its plans are now really gathering pace. A family of three SUVs is on the cards, with the biggest an Audi Q5-sized model which is scheduled to arrive in showrooms in 2020.

The 20V20 concept, which was on display at the Geneva Motor Show, gives us an idea what to expect. It borrows familiar styling cues such as the X-shaped nose and triangular lights from the Leon range, then beefs them up for a rugged, muscular family SUV. Engineers tell us they'll use the VW Group's range of TSI petrol turbo and TDI diesel engines, and a plug-in hybrid may feature in the range, too.

It will be the last of SEAT's SUVs to hit showrooms, with two smaller models arriving first.



FAST FACT

The 20V20 gets SEAT's new Personal Drive Device, which clicks into place like a magnet and downloads sat-nav instructions to help you find your way further on foot.





77 ASTON MARTIN DBX

PRICE £150,000 (EST) ON SALE 2017 (EST)

FAST FACT

Clever tech includes head-up displays for driver and passenger, plus glass that dims automatically when sun shines.



AN all-electric, all-wheel-drive grand tourer, the new Aston Martin DBX offers zero-emissions driving by virtue of having an electric motor in each wheel – although the company will use conventional powertrains in the production version, and perhaps even a V6 diesel.

The striking crossover GT looked quite dinky when it was revealed on the stands at the recent Geneva Motor Show (above), but clever packaging means it seats four

adults. And although much of the extravagant visual detailing will be scrapped by the time it makes production (as will some of the expensive technology, such as the rear view cameras), a number of the neat touches showcased on the DBX will make future roadgoing Aston models – including that remarkable paintjob, which uses a micro-thin coating of chrome to mimic black pearl.



78 TOYOTA MIRAI

PRICE £63,104 ON SALE LATE 2015

THE Mirai is the world's first mass-produced hydrogen fuel-cell vehicle. Under its radical body is an equally futuristic powertrain that emits nothing more than water vapour from the tailpipe.

The 153bhp hydrogen fuel-cell stack is capable of 111mph and a 300-mile range, and takes as long to refill as a conventional petrol or diesel car. Europe's been allocated 50-100 models per year, each carrying a price tag of £63,104.

DRIVEN

"Mirai feels rapid from the start as the electric motor has plenty of low-rev pulling power." **Andrew English, special contributor**



79 RENAULT LAGUNA

PRICE £19,000 (EST) ON SALE MID 2016

ALONGSIDE the next Mégane (Page 61), Renault is pushing forward with a new large saloon to replace the slow-selling old Laguna. Whether it will carry over the name isn't clear yet, but our spy shot reveals a more upmarket look – with the family face from the Mégane – as the car bids to rival the likes of VW's new Passat.

However, Renault can't confirm if it plans to bring the model to the UK, despite referring to it as a 'global' car. We expect it to go on sale, in Europe at least, next year.



80 AUDI RS3

PRICE £39,950 ON SALE NOW

NEW Audi RS3 sets a high benchmark for the latest breed of mega hatchbacks. And it features the most powerful five-cylinder engine the company has ever produced, with the 2.5-litre unit delivering 362bhp and 465Nm of torque. This is sent to all four wheels through a seven-speed S tronic twin-clutch auto box as standard.

That makes the RS3 slightly more potent than its main rival, the Mercedes-AMG A 45 – and a bit more expensive, too – plus it's three-tenths quicker from 0-62mph, taking 4.3 seconds. Yet it still returns a reasonable 34.8mpg.

DRIVEN

"RS3 is lighter, faster and sharper to drive than before, and is a sharply styled, easy-to-live-with package." **Jonathan Burn, senior news reporter**



81 VOLKSWAGEN GOLF R ESTATE

PRICE £32,000 (EST) ON SALE: SPRING

THE storming Golf R is about to be turned into a family friendly wagon with a 605-litre boot – and in the process, VW will produce the fastest mid-size estate around.

The four-wheel-drive Golf R Estate will have over 50bhp more than one of its closest rivals, the Ford Focus ST Estate, as it's powered by the same 298bhp 2.0-litre four-cylinder petrol turbo as the hatch. In the UK, it'll only be available with the slick-shifting DSG auto, yet despite being 100kg heavier than the hatch, the Estate will still deliver 0-62mph in 5.1 seconds.

82 LOTUS EVORA 400

PRICE £71,000 (EST) ON SALE AUGUST

LOTUS says its future is rosy, and the first product of this new vision is the Evora 400. And the badge is revealing – from now on, all Lotus models will have their power output in their name, so the new Evora offers 400bhp.

Even so, the sports car is still unmistakably an Evora. The front end wears a bolder, more aggressive face, while daytime running lights have been added, too. A new rear bumper incorporates a diffuser and a larger central exhaust, and there's a rear wing.

The 400bhp 3.5-litre V6 gives a top speed of 186mph and 0-62mph in 4.2 seconds. There's a 22kg weight reduction, too, plus a limited-slip diff and stop/start – both Lotus firsts. Around 60 per cent of the car is new, and inside there's a new dashboard, trim and slimmer side sills for easier access.



FAST FACT

With a top speed of 186mph, the Evora 400 is the fastest model ever to have come out of the Norfolk company's workshops.





83 VOLKSWAGEN SPORT COUPÉ GTE

PRICE £35,000 (EST) ON SALE 2016

FAST FACT

It looks sporty, and it has the performance figures to back this up, but it's eco-friendly, too. Volkswagen claims the hybrid Sport Coupé GTE is capable of travelling 32 miles on battery power alone.



WHILE it's strictly a concept for now, VW's new Sport Coupé GTE shows what to expect from the next Passat-based CC. With its arching body, bold lines and crisp detailing, it's described as "a champion of a new progressive VW design language".

Under the bodywork, a 3.0-litre V6 engine is assisted by two electric motors. This delivers 374bhp through a six-speed DSG dual-clutch automatic transmission to all four wheels, with the company claiming that the Sport Coupé GTE can sprint from 0-62mph in five seconds exactly and go on to a top speed of 155mph.

However, thanks to the petrol-electric drivetrain, the car should be relatively efficient, too. Officially, it returns 118mpg and emits just 46g/km of CO₂.

The concept is a clear indication that VW will be aiming slightly more upmarket with the next-generation CC, possibly looking to take on the swish Mercedes CLS.



84 BMW 1 SERIES

PRICE £20,245 ON SALE NOW

BMW has revised the 1 Series with grille tweaks and LED daytime running lights as standard, plus LED headlamps and tail-lights as an option.

But the main changes come under the bonnet, with efficiency improvements of up to 12 per cent across the board. A new 116d EfficientDynamics Plus model grabs the headlines, with 89g/km of CO₂ and 83.1mpg. And the latest Steptronic auto box helps the 118d dip below 100g/km, too.

DRIVEN

"IT'S easier on the eye and new fuel-sipping diesels will keep fleet buyers happy. Few premium packages are better." **Jonathan Burn, senior news reporter**



85 JAGUAR XJ

PRICE £57,000 (EST) ON SALE SUMMER

JAGUAR'S luxury saloon has been on sale for six years, so it's ripe for a visual makeover. Just don't expect too many changes, as our spy shot suggests, because the car's swoopy styling has aged well; small, subtle tweaks will be the order of the day.

So there are chunkier air intakes, a more angular front bumper and different headlights. At the rear, the bumper is also more angular. Inside, Jag's new InControl infotainment system is also set to feature.



86 BMW 2 SERIES GRAN TOURER

PRICE £24,175 ON SALE SEPTEMBER

THE 2 Series Gran Tourer is a bigger, seven-seat version of the Active Tourer MPV. As it's a front-wheel-drive people carrier, some critics may argue it's not a 'pure' BMW, but for those in the market for a highly spacious, high-quality MPV, it's a winner.

Focusing on practicality and low running costs, the company has produced a premium family car with a big boot, plenty of cabin storage and an engine range that includes 1.5-litre three-cylinder petrols and diesels. Fuel economy promises to be class leading.

FAST FACT

Gran Tourer will tempt those who've had to look beyond BMW for extra space until now – and bosses predict 75 per cent of customers will be new to the brand.



87 JEEP RENEGADE HARD STEEL

PRICE N/A ON SALE N/A

JEEP is no stranger to producing mad one-off versions of its baby Renegade, but the Hard Steel is the wackiest.

It's been created to showcase the brand's Mopar range of customisation options, but the highlight is a trailer – designed to resemble the Renegade's rear end – containing a giant touchscreen. The special roof bars, alloys, bonnet vents and bumpers are all finished in matt black, while the car also gets raised suspension and chunky tyres. Expect to see some of these accessories in your local Jeep dealership soon.



88 INFINITI Q60

PRICE £40,000 (EST) ON SALE MID 2016

IF it's to rival German premium brands, Infiniti knows it needs a mid-sized, four-seat, two-door coupé. And at January's Detroit Motor Show, the company revealed it would make the Q60 to rival the BMW 4 Series, Mercedes C-Class Coupé, Audi A5 and Lexus RC.

Under the bonnet is an all-new twin-turbocharged 3.0-litre V6, while the heavily criticised drive-by-wire steering reappears. There's also something called InTuition – a new customisation system that memorises in-car settings for up to four drivers, from the driving position to the climate control.



89 FORD ECOSPORT

PRICE £14,500 (EST) ON SALE JUNE

NEWS of the updated EcoSport small crossover went under the radar with all the excitement about Ford's Focus RS and new GT recently, but it's still very important for the company.

The Nissan Juke rival trailed the class leaders, so this update boosts cabin quality, sharpens up the styling and tweaks the chassis for a more involving drive, with new rear suspension. The controversial tailgate-mounted spare wheel has been axed, too.



90 ALPINA B5 EDITION 50

PRICE £83,862 ON SALE NOW

BMW tuning specialist Alpina will celebrate half a century in business by putting on sale its most powerful 5 Series conversion ever.

The B5 Edition 50 has an overhauled 4.4-litre twin-turbo V8 that offers 600bhp and 800Nm – enough for 0-62mph in 4.2 seconds and a 200mph top speed. Only 50 will be made, and it comes as a saloon or Touring estate. Other changes include a titanium exhaust and Brembo brakes.



91 CITROËN C1 URBAN RIDE

PRICE £12,995 (EST) ON SALE LATE 2015 (EST)

DESPITE revealing the C1 Urban Ride concept at last year's Paris Motor Show, Citroën hasn't yet confirmed it for production. But a showroom version is a pretty safe bet considering buyers' insatiable appetite for all things SUV-shaped.

Like the Vauxhall Adam Rocks, the Urban Ride has 15mm higher suspension and a 10mm wider track. There are chunkier bumpers and skidplates, and hard-top and cabriolet versions are expected.

92 SSANGYONG TIVOLI

PRICE £13,000 (EST) ON SALE SUMMER

SSANGYONG'S first-ever supermini-SUV, the Tivoli, will go head-to-head with the likes of the Renault Captur, Peugeot 2008 and Mazda CX-3 when it hits showrooms in the summer. It rides on an all-new platform and comes with the choice of 1.6-litre petrol or diesel engines.

Four-wheel-drive models will uphold SsangYong's reputation for developing rugged off-road cars, but the more efficient, front-wheel-drive version is likely to be the crowd-pleasing option. A six-speed manual gearbox will be fitted as standard, while the same CVT six-speed auto from the MINI is optional. The Tivoli is spacious, too, with a 423-litre boot only trumped by the Captur's 450-litre space.

YOUR VIEW

"The best-looking car that SsangYong has ever produced. Five-year warranty is attractive, too." **ERLYS** via autoexpress.co.uk



93 ROLLS-ROYCE SERENITY

PRICE N/A ON SALE N/A

ROLLS-Royce's Serenity is a stunning showcase of exemplary interior design. On the outside, it's a Phantom saloon with vastly expensive mother-of-pearl paintwork, while inside, it takes the word bespoke to a whole new level.

Unique smoke-green silk, hand-woven in Essex, adorns the rear cabin, with floral inlays culminating in 600 hours of work by a select team. Rolls is proud of its ability to meet almost any customer demand, so we expect buyers to put in requests for the silk designs soon.



94 AUDI R8 E-TRON

PRICE £180,000 (EST) ON SALE SUMMER (EST)

AUDI wants to prove that green doesn't mean boring. The all-electric R8 e-tron gets from 0-62mph in 3.9 seconds while producing no harmful emissions. Its two electric motors are on the rear axle, and they produce 456bhp and 920Nm of instant torque.

An impressive 276-mile battery range, charged in only two hours, means the e-tron could take over from BMW's i8 as the ultimate green supercar.

FAST FACT

The first Audi R8 e-tron concept was unveiled in 2009. However, while that had four electric motors, the production model makes do with two.



95 McLAREN 675LT

PRICE £259,500 ON SALE NOW

THE 675LT is a nod to McLaren's iconic F1 GTR Longtail race car. It's based on the standard 650S, but has been totally redesigned in carbon fibre to lower weight by 100kg.

That means the 675LT is now 60kg lighter than the Ferrari 458 Speciale, as well as a tenth faster from 0-62mph – it completes the sprint in just 2.9 seconds. Visually, it's still recognisable as a McLaren, albeit with a new Longtail airbrake.

YOUR VIEW

"By any measurable sense, this car is superior to the Ferrari 458 Speciale. If I had enough money for it, I'd buy the 'best' car." **J2004P** via autoexpress.co.uk



Automedica

96 LEXUS LF-LC

PRICE £100,000 (EST) ON SALE 2017

THE two-seater LFA supercar did a good job of helping Lexus to change its image in Europe, and the brand is keen to build more cars that continue in that vein. The LF-LC could be the model that does the best job among Lexus' upcoming line-up, as it will sit at the top of the range – taking on luxurious rivals such as the Mercedes S-Class Coupé.

When it arrives, it will be a full production car rather than a limited-run supercar, and powered by a 500bhp petrol hybrid engine.



97 MERCEDES C-CLASS COUPÉ

PRICE £30,000 (EST) ON SALE OCTOBER (EST)

THE new Mercedes C-Class saloon went on sale last year, but those looking for the updated Coupé and Convertible have had to wait a little longer.

Later this year, the company's answer to the BMW 4 Series, the C-Class Coupé, will hit showrooms, with a choice of turbo petrol and diesel drivetrains – as well as a BlueTEC hybrid for the first time. As our spy shot shows, the front end is unmistakably C-Class, while at the back, it takes cues from the S-Class Coupé.



98 LEXUS GS F

PRICE £75,000 (EST) ON SALE LATE 2015

LEXUS has already wowed us with the RC F coupé (tested on Page 90), and the manufacturer will add another F-badged performance car to its ranks this year in the shape of the GS F.

Up until now, the GS range has majored on being sensible, but the GS F adds some major spice to proceedings. Lexus has shoehorned the RC F's 5.0-litre V8 engine under the bonnet, which pumps out 471bhp, paired with an eight-speed automatic gearbox. More aggressive bodywork, 19-inch alloys and torque vectoring all feature.



Automedica

99 BMW M2

PRICE £45,000 ON SALE SUMMER

AN M2 has been on the cards since the launch of the BMW 2 Series Coupé in 2014, and it's the true successor to the limited-edition and extremely well received 1M Coupé.

With a flared bodykit and around 350bhp from a 3.0-litre turbocharged engine, the rear-wheel-drive M2 will be more about focused dynamic involvement than huge, straight-line power. Plus, unlike the M3 and M4, it will come with a manual box. A mechanical, limited-slip differential will also be standard.

FAST FACT

To prevent it from stepping on the toes of the M3 and M4, the more hardcore M2 is likely to get a six-speed manual gearbox – just like the old 1M.



100 MAZDA CX-3

PRICE £17,595 ON SALE JUNE

WE drive the CX-3 on Page 34, and it'll join the successful CX-5 in Mazda's SUV line-up when it goes on sale in June. Powered by a choice of petrol and diesel engines, with front or all-wheel drive, it's designed to cash in on the boom in small crossovers.

The CX-3 will be available in SE, SE Nav, SE-L, SE-L Nav and Sport Nav trim, while Mazda is playing a full suit of safety cards, with all models boasting a host of airbags, hill hold assist, tyre pressure monitoring and dynamic stability control. Top-spec cars also get a lane departure warning system and autonomous emergency braking.

Prices kick off at £17,595 for a front-drive petrol SE, and rise to £24,695 for the 104bhp SkyActiv-D diesel Sport Nav with 4WD. Mazda promises emissions as low as 105g/km in two-wheel-drive diesel models, making the CX-3 one of the most affordable small SUVs to run.



YOUR VIEW

"Mazda's certainly on a roll!"

CASPER GORNIOK via autoexpress.co.uk



101 VAUXHALL CORSA VXR

PRICE £20,000 (EST) ON SALE: MAY

VAUXHALL has spiced up the Corsa range with the addition of the top-spec VXR model, which is now faster and more powerful than its main rivals – the Ford Fiesta ST and Peugeot 208 GTi. The brand has stuck with the same 1.6-litre turbo engine from the outgoing model, but increased power to 202bhp – making for a 0-62mph time of 6.8 seconds and a top speed of 143mph.

The VXR should feel noticeably quicker, too, as Vauxhall has made the bulk of its power more accessible lower down in the rev range – from 1,900rpm. Like the ST, the Corsa also comes with an overboost function, which provides an additional 35Nm of torque for short bursts. An optional performance pack that adds a limited-slip diff, larger brakes and firmer suspension can also be specced, but will push the VXR beyond its estimated £20,000 price.

YOUR VIEW

"Looks like the first recent Corsa that'll be slightly interesting. Good."

|| via autoexpress.co.uk



102 SKODA SUV

PRICE £25,000 (EST) ON SALE: WINTER 2016 (EST)

SKODA is readying its first seven-seater, and it'll sit above the Yeti at launch at the end of next year. Only stretched test mules have been spied so far, but our exclusive image shows how it could look.

The rugged SUV has been pitched as a rival for the Kia Sorento and Hyundai Santa Fe, and bosses insist it'll offer strong off-road ability, family practicality and a range of four-cylinder petrol and diesel engines. They also promised its price will remain true to Skoda's affordable reputation, so it should undercut its main rivals.



103 SUZUKI iK-2

PRICE £10,000 (EST) ON SALE: EARLY 2016

THE iK-2 concept previews a new small hatchback from Suzuki, which is due to arrive in showrooms in Europe next year.

Pitched to sit above the Swift in the range, the iK-2 is based on an all-new platform and comes powered by a new direct-injection 1.0-litre petrol engine. Suzuki has also confirmed that the hatch will be available with a stop/start-equipped engine when it goes on sale.

FAST FACT

Suzuki claims the iK-2 answers all the reasons not to buy a Swift, so there's a bigger boot and more space in the back to help it take on the Honda Jazz.



104 ROLLS-ROYCE WRAITH DROPHEAD COUPÉ

PRICE £250,000 (EST) ON SALE: MID-2016

ROLLS-Royce's five-strong range of ultimate luxury offerings is getting a sixth member, as the brand adds a Drophead convertible to the Wraith line-up.

The second Rolls cabrio after the larger Phantom Drophead, the Coupé will replace the fixed hard-top with a sumptuous, multi-layer electric hood and teak rear decking. It'll likely get the same 6.6-litre twin-turbo V12, with 624bhp and potential for a 0-62mph time of less than five seconds.



105 AUDI Q1

PRICE £20,000 (EST) ON SALE MID-2016 (EST)

IT'S no surprise that Audi has finally confirmed an entry-level Q1 crossover SUV. Designed to rival the Nissan Juke, the Q1 will get more space and added ride height over the A1 supermini. Audi hopes the car will attract new buyers as much as it will those looking for improved practicality, but purists will argue that it's just another niche car with little real-world appeal.

Built on the same platform as the Audi A3, it will seat four and be powered by the same engine range as the A1, meaning a sub-100g/km 1.6 TDI is on the cards.

FAST FACT

Rather than using a jacked-up A1 platform, the Q1 will be based on the VW Group's versatile MQB architecture.



106 CATERHAM RANGE

PRICE £22,995 (SEVEN 270) ON SALE NOW

THE news that Caterham is introducing three brand-new Sevens to its line-up is intriguing, but it's simply a revision of the naming structure.

The new 135bhp Seven 270, 180bhp Seven 360 and 210bhp Seven 420 fill the gap between the entry-level Seven 160 and the range-topping 620R. The 360 and 420 use versions of the familiar 2.0 Ford Duratec engine, while the 270 gets a Ford 1.6 Sigma engine. Two new 'S' and 'R' option packs are also available – suited for either track or road.



107 MASERATI LEVANTE

PRICE £50,000 (EST) ON SALE LATE 2015

MASERATI'S first-ever SUV is expected to go on sale later this year, aimed at established models such as the Porsche Cayenne and BMW X5.

The Levante was first unveiled as the Maserati Kubang concept at 2011's Frankfurt Motor Show, and is part of the brand's plan to push annual sales past 50,000 units over the next few years.

A choice of engines will be offered, including 247bhp, 271bhp and 345bhp V6 diesels, as well as thirstier 245bhp and 414bhp petrols. Plus, a twin-turbo V8 flagship is in the pipeline.

108 RENAULT KADJAR

PRICE £17,000 (EST) ON SALE AUTUMN

THE Kadjar is Renault's attempt at capitalising on the success of the Nissan Qashqai by becoming a serious contender in the lucrative mid-size crossover market.

It features a similar design to the Qashqai – which shares its platform – but features Renault's bold family face to stand out.

Buyers get a choice of three engines from launch: 110bhp 1.5 and 130bhp 1.6-litre dCi diesels, as well as a 130bhp 1.2-litre turbo Tce petrol unit. The smaller diesel is said to be capable of 74.3mpg, with emissions as low as 99g/km.

Front-wheel drive will be standard, with four-wheel drive optional, and the cabin will get more upmarket materials and added practicality. It'll also gain Renault's latest technology, including the R-Link 2 multimedia and infotainment system and road sign recognition.



YOUR VIEW

"Captur was poor. Kadjar is dismal. Cars are good; naming people need to be axed."

WMC via autoexpress.co.uk

**YOUR VIEW**

"JLR knows where to hit where it hurts most. The Evoque has always needed a good engine, and now it finally has it."

KA via autoexpress.co.uk

109 RANGE ROVER EVOQUE

PRICE £30,000 (EST) ON SALE SUMMER

LAND Rover's most style-conscious SUV has been given a series of updates to keep it fresh and competitive with its German challengers – namely the facelifted Audi Q3 and next-generation BMW X1. Although exterior changes appear light, there are full-LED adaptive headlamps for the first time, plus a muscular new front bumper and grille design.

It's testament to the original's radical looks that only minor tweaks are required to keep the Evoque stylish. Inside, there are improved materials and a

new, more comfortable seat design, as well as more advanced technology including Jaguar Land Rover's new InControl touchscreen interface. The latest generation of active safety kit also features.

The biggest news is that the Evoque has become Land Rover's most frugal car to date, with the new Ingenium diesel claiming up to 68mpg and 109g/km of CO₂. Petrol fans can still choose the 237bhp 2.0 turbo, while engineers have retuned the suspension to deliver improved handling and refinement.



110 MAZDA MX-5

PRICE £19,000 (EST) ON SALE SUMMER

MAZDA'S MX-5 is the best-selling two-seat sports car in the world, having debuted in 1989. This latest fourth-generation model is 100kg lighter than the car it replaces, and returns the focus to dynamics and back-to-basics driver fun.

Weighing in at only 1,000kg, it feels nippy and agile, with an eager engine that revs to 7,500rpm. The 1.5 and 2.0-litre petrols offer 129bhp and 155bhp respectively. Both come with a six-speed manual transmission and rear-wheel drive.



111 VW PASSAT ALLTRACK

PRICE £25,000 (EST) ON SALE MID-2015

A RIVAL for the likes of the Skoda Octavia Scout and Vauxhall Insignia Country Tourer, the new Volkswagen Passat Alltrack combines sensible estate styling with rugged 4x4 ability.

Raised by 27.5mm over the regular model, dressed up in chunky body cladding and featuring permanent four-wheel drive, the Alltrack will be offered with two petrol engines and three diesels, ranging from 148bhp to 237bhp. It'll also be one of the first VWs to be fitted with Apple CarPlay.



112 MINI CONVERTIBLE

PRICE £17,000 (EST) ON SALE NOVEMBER

FOLLOWING the release of MINI's three and five-door hatches, MINI is preparing another new model – the ever-popular Convertible. The soft-top gets the same range of petrol and diesel turbos as its stablemates.

As our spy shot shows, it retains the familiar fabric roof, and from the windows down seems identical to its fixed-roof sibling. We also expect MINI to offer a hot 228bhp 2.0-litre JCW version, capable of 0-62mph in 6.5 seconds.



113 MORGAN AERO 8

PRICE £80,000 (EST) ON SALE LATE 2015

WHILE it may look very similar to the old car, this latest Aero 8 features an all-new hand-crafted, bonded and riveted aluminium body, as well as a distinctive rear-hinged clamshell bootlid that hides a new mohair hood. It's also available with a removable hard-top, which Morgan claims improves high-speed refinement.

Under the bonnet is a 4.8-litre BMW V8, producing 367bhp and 490Nm of torque. That helps the two-seater roadster do 0-60mph in 4.5 seconds and hit a top speed of 170mph.



114 TOYOTA AVENTIS

PRICE £17,000 ON SALE JUNE

ANOTHER update for 2015 from Toyota comes in the shape of the facelifted Avensis. A fresh exterior look, new selection of powerplants and a spruced-up interior make up the bulk of the changes to the Ford Mondeo rival.

Toyota's established family face has been grafted on to the front end of the Avensis, while new, angular headlamps have also been added. Plus, the refreshed model sees the arrival of a 114bhp turbocharged 1.2-litre engine, capable of 60.1mpg and emitting 109g/km of CO₂.



115 MERCEDES C-CLASS CONVERTIBLE

PRICE £37,000 (EST) ON SALE LATE 2015

MERCEDES has been without a small four-seat convertible since the CLK was axed in 2009. But a new drop-top C-Class is set to arrive later this year, and our spies have caught it on test.

It'll come with a similar choice of petrol and diesel engines to the saloon, and possibly a 4.0-litre twin-turbo AMG V8. Expect the C-Class to command a slight premium over rival models from Audi and BMW, starting from around £37,000.

116 HONDA NSX

PRICE £100,000 (EST) ON SALE SUMMER

A PETROL-electric hybrid it may be, but the focus of the NSX is pure performance. Expected to boast more than 550bhp, the Honda uses a twin-turbo V6 linked to three electric motors (two front-mounted, one rear) and a nine-speed dual-clutch auto box.

The set-up, says the company, ensures instant throttle response and "dynamic left-to-right torque distribution", making the NSX "seem to anticipate the driver's desire". In other words, this all-wheel-drive supercar will not only be massively quick, but will handle with spectacular dexterity.

FAST FACT

There could be a hotter version of the supercar yet. Honda is believed to be working on an NSX Type R, due in dealers in around 2017.



117 PORSCHE 911 GT3 RS

PRICE £131,000 ON SALE MAY

AN evolution of the already-impressive GT3, the RS gets 493bhp from an enlarged 4.0-litre six-cylinder engine, making it the most powerful naturally aspirated 911 ever. Its revisions and additions have made it quicker around Germany's Nürburgring race track than Porsche's old Carrera GT hypercar.

Alongside the new engine, the GT3 RS gets a special PDK twin-clutch box. Add weight savings, and it does 0-62mph in 3.3 seconds. Setting it apart from the GT3 is a wider stance, borrowed from the 911 Turbo, plus a racy front splitter, enlarged air vents and huge adjustable rear wing, which also enhance aerodynamics.

The stripped-out cabin features carbon sports seats from the 918, with six-point harnesses, a roll cage and a fire extinguisher as standard.

FAST FACT

The aerodynamic revisions are primarily to add downforce, but engineers claim RS can crack 200mph with the rear wing set at its lowest.



118 PEUGEOT 208

PRICE £10,000 (EST) ON SALE JUNE

ALTHOUGH the exterior tweaks are more subtle than revolutionary on the refreshed Peugeot 208, the sharper front bumper design, wider grille and new LED light signature undoubtedly lift the car's looks.

Peugeot has moved the interior more upmarket, too, with upgraded soft-touch materials and an easier-to-use seven-inch touchscreen. Under the skin, the changes are even bigger – every diesel's CO₂ emissions have been brought down below 95g/km, while the big hitter is the 100bhp BlueHDi diesel, which offers a class-leading 94mpg and 79g/km of CO₂.

There's also a new three-cylinder 110bhp 1.2-litre turbo petrol, plus the limited-edition GTi 30th Anniversary model will become a permanent fixture.



119 McLAREN P1 GTR

PRICE £1.9MILLION ON SALE NOW

THIS track-dedicated hypercar builds on the already bonkers McLaren P1 by shaving off 50kg for an even more impressive power-to-weight ratio. While the £1.9million P1 claims 684bhp per tonne, or the same as the Bugatti Veyron, the GTR is much lighter and even more aerodynamic, with 10 per cent more downforce than the standard road car.

The racer will be the ultimate toy for just 35 of the 375 P1 road car owners, who'll be the only ones invited to buy the non-road-legal GTR and take part in an exclusive driver programme.



120 RENAULT TWINGO GT

PRICE £13,000 (EST) ON SALE SUMMER

RENAULT'S radical new rear-engined Twingo will soon become even more enjoyable to drive thanks to imminent Renaultsport upgrades.

Although it's likely be badged 'GT' so it doesn't dilute the image of faster cars in the Renaultsport range, we expect the Twingo to get at least 120bhp from a tuned version of its 0.9-litre petrol engine. Plus, chassis tweaks and styling upgrades inside and out will ensure it feels racy enough to rival cars such as the Abarth 500.



121 LAND ROVER DISCOVERY SPORT

PRICE £32,000 (EST) ON SALE SUMMER

LAND Rover launched the brand new Discovery Sport earlier this year, and while we were very impressed, the engine let the car down.

Good news, though: the ageing 2.2-litre diesel will be replaced by a new 2.0-litre eD4 engine with two or four-wheel drive. CO₂ emissions will be as low as 109g/km, and there'll be the choice of six-speed manual or nine-speed auto transmissions.



122 BENTLEY GRAND CONVERTIBLE

PRICE £300,000 (EST) ON SALE EARLY 2016

THE Bentley Grand Convertible concept gives the brand a legitimate rival to the Rolls-Royce Phantom Drophead. It proved so popular at its LA Motor Show debut that Bentley is said to have decided there and then to produce it in limited numbers.

Powered by a 530bhp twin-turbo V8, the Grand Convertible is based on the Mulsanne, yet re-engineered to accommodate the fabric roof.

STARS OF THE FUTURE



123 KIA PICANTO

PRICE £8,500 ON SALE APRIL

THE city car class is as busy as ever, with new offerings springing up all the time. Kia's Picanto has been a top choice for the past few years, but the brand has now seen fit to give it a refresh.

The front and rear bumpers have been redesigned, plus there are a number of exterior styling packs, while a new navigation system with a seven-inch display will arrive later this year. The 1.0-litre three-cylinder engine is now Euro 6-compliant, but we predict there will be a faster, small-output turbo model by 2016.



124 JAGUAR F-TYPE SVR

PRICE £110,000 (EST) ON SALE SUMMER 2016

THINK the 543bhp F-Type R isn't hard enough? Well, you're in luck, as Jaguar will launch a hotter SVR version with around 600bhp next year. It will be recognisable by a more aggressive look, and is set to adopt paraphernalia from the F-Type Project 7, with gaping air vents flanking the wide-mouth grille and a front splitter beneath the bumper.

Huge, carbon-ceramic brakes can be expected on the SVR, as can a rear spoiler, a more focused suspension set-up, a sharper, eight-speed ZF gearbox and recalibrated steering.



125 MG GTS

PRICE £17,000 (EST) ON SALE LATE 2015

SALES of the new MG GTS are set to kick off in China in May, while UK buyers have to wait until the end of the year. The family sized SUV is aimed directly at the Nissan Qashqai and Kia Sportage, and will be made available in 2.0-litre petrol or 1.8-litre diesel guises when it heads to the UK.

Like its rivals, the GTS will come with a choice of front or four-wheel drive, channelled via a six-speed dual-clutch automatic gearbox. Styling, meanwhile, takes cues from the brand's familiar MG3 and MG6 models.

126 LEXUS LF-SA

PRICE £17,000 (EST) ON SALE 2019

LEXUS has long wanted to beat the Europeans at their own premium game, but it has always lacked a small car – until now. The LF-SA is designed to take on the likes of the MINI and Audi A1, and while it's currently a concept, Lexus told Auto Express it will enter this class with a car very much like it.

It's a 2+2 and very small – shorter, wider and lower than the VW up!. As it's a city car, the design focuses on the driver, so the seat is fixed, but the pedals and steering wheel move for the perfect driving position. It features a high level of tech, with Lexus promising the last word in on-board connectivity, infotainment and safety. And while there's no confirmation of what lies beneath the small bonnet, the LF-SA is likely to use a petrol-electric hybrid set-up.

Until it arrives, expect to see some of its design on the next CT 200h.



YOUR VIEW

"Important market to have foothold in, but this'll have to handle as well as or better than a MINI – a tall ask for any maker."

HTG via autoexpress.co.uk



127 MITSUBISHI
XR PHEV II

PRICE £18,000 (EST) ON SALE BY 2020

MITSUBISHI has already made a name for itself in the world of plug-in hybrids with the Outlander PHEV, and the XR PHEV II is a sportier take on the SUV. It was revealed at the recent Geneva Motor Show, after an earlier concept was seen at last year's Paris event, and could preview a production model due in the not too distant future.

Details are sketchy, but the XR is set to rival the likes of the Renault Captur and Citroen C4 Cactus, slotting into the Mitsubishi range as a sharp 'urban crossover'. We're told the XR PHEV II features a highly efficient front engine and a front-wheel-drive set-up, which pairs a powerful electric motor with a range-extending petrol engine.



YOUR VIEW

"Why is this a concept? It should be in production right now!" **LIKELYLAD** via autoexpress.co.uk

128 INFINITI Q80
INSPIRATION

PRICE £50,000 (EST) ON SALE 2017

THE latest step in Infiniti's bid to take on the premium brands is set to be a four-door coupé called the Q80.

It was previewed by the Q80 Inspiration concept at the 2014 Paris Motor Show, and company bosses told Auto Express that they expect 90 per cent of that car's dramatic styling to translate to the showroom model. Measuring 5,052mm long, 2,027mm wide and 1,350mm high, the Q80 is slightly longer, wider and lower than the Mercedes CLS.



129 HONDA FCV

PRICE £25,000 (EST) ON SALE SUMMER 2016

HONDA continues to plot its eco-friendly future using hydrogen fuel cells, and has confirmed that the FCV will make production. It may be a concept, but it's very close to the four-door, five-seat family car that will replace the FCX Clarity.

It doesn't emit any CO₂ as the 132bhp electric motor is powered by a tank of hydrogen, and the drivetrain is good for a 240-mile range. Fuel infrastructure is still an issue, although recent Government funding means that might change.



130 HYUNDAI i30

PRICE FROM £15,195 ON SALE NOW

MORE standard equipment, sharper looks and a brand-new, range-topping Turbo edition are the headlines of Hyundai's revisions for the i30.

Standard kit now includes air-con, Bluetooth and keyless entry, while the new Turbo version produces 184bhp from a 1.6-litre petrol engine. It also gets 18-inch alloys, sports seats, a bodykit and LED tail-lights, and is available in either three or five-door bodystyles. A new seven-speed dual-clutch transmission reduces CO₂ emissions, too.



131 VW GOLF GTD ESTATE

PRICE £27,000 (EST) ON SALE OCTOBER

ALONGSIDE the Golf R Estate (Page 67), VW will launch a more frugal fast load carrier this year. The new Golf GTD Estate is primed to take on the new Ford Focus ST diesel estate. It carries over the GTD hatch's sporty styling and 2.0-litre diesel engine, meaning 181bhp and 380Nm of torque.

That takes the GTD Estate from 0-62mph in 7.9 seconds with the six-speed manual gearbox – four-tenths slower than the hatchback, due to the load carrier's weight penalty of around 100kg.



132 PORSCHE PANAMERA

PRICE £63,000 (EST) ON SALE EARLY 2016

AT the other end of the scale to the stripped-out 911 GT3 RS is Porsche's next executive saloon – the second-generation Panamera. Set to arrive in the UK in 2016, the new car will attempt to distance itself from the controversial current Panamera in terms of styling, with a sleeker and less bulbous shape, revealed in our spy shot.

Under the skin, it'll feature the VW Group's new MSB platform, and weight will be reduced due to extensive use of aluminium. The 562bhp bi-turbo V8 from the Cayenne Turbo S will also feature.



133 VOLKSWAGEN SHARAN

PRICE £25,000 (EST) ON SALE OCTOBER

A REFRESHED look, more efficient engines and a new infotainment system make up the headline changes for the facelifted Sharan MPV. Visual updates are minimal to say the least, with VW only adding a set of fancy new LED tail-lamps.

Inside, though, Apple CarPlay has been fitted, and under the bonnet, all engines now comply with Euro 6 emissions rules and are 15 per cent more efficient. All units from the current model will be available, meaning a choice of a 1.4 and 2.0-litre TSI petrols, plus 1.6 and 2.0-litre diesels.



134 SKODA SUPERB

PRICE £18,640 ON SALE SUMMER

DESIGNED for those wanting executive-style space and grace at a less premium price, the Superb features legroom to rival a limo, but will cost around a third of the price. Its classy yet restrained styling is a step away from the rather cumbersome previous model, and inside is Skoda's traditional high-quality look and feel.

The brand promises a host of clever gizmos not found on the lesser Octavia, like Apple CarPlay and wireless smartphone charging. The engine range will be four-cylinder only.



135 VAUXHALL VIVA

PRICE £7,500 (EST) ON SALE SPRING

THE Viva name is back after 35 years in the dark, in the shape of Vauxhall's all-new city car. Going head-to-head with the Hyundai i10 and VW up!, the Viva will become one of the largest yet cheapest cars in the class. It'll be 200mm longer than a Peugeot 108, while the cabin layout is similar in design to the Adam's and borrows its touchscreen infotainment system.

One engine will be made available at launch – a 74bhp 1.0-litre three-cylinder unit capable of 70mpg and emitting less than 100g/km of CO₂.

FAST FACT

While the VW up!, SEAT Mii and Skoda Citigo only offer space for four, the Viva trumps them for practicality by promising seating for five adults.



136 VOLVO XC90

PRICE £46,550 ON SALE JUNE

A WHOPPING 13 years after the first XC90 arrived, Volvo has finally introduced the second-generation model.

The new car is smarter, safer and more stylish than before, and features an all-new platform and engine range. It'll rival the BMW X5, Porsche Cayenne and Land Rover Discovery, but Volvo has focused on comfort and efficiency rather than trying to compete on sporty dynamics.

Only four-cylinder engines are available, plus a super-efficient 390bhp plug-in hybrid. Another focal point is safety, with the XC90 key to Volvo's plan to ensure nobody is seriously injured or killed in any of its cars by 2020.



DRIVEN

"Even on big wheels, this is an incredibly quiet car, with only a tiny bit of wind noise to spoil the near silence. The ride is rather good, too." Steve Fowler, editor-in-chief





Magic number?

Can Mazda's new 2 leave supermini rivals feeling blue? We see as it meets VW's top-quality Polo and Ford's fun Fiesta

Pictures: Otis Clay Location: Torcross, Devon



Volkswagen Polo 1.2 SE

Price: £14,360

Engine: 1.2-litre 4cyl turbo petrol, 89bhp

0-60mph: 9.9 seconds **Test economy:** 40.7mpg/9.0mpl

CO₂: 107g/km **Annual road tax:** £20

Ford Fiesta 1.0T Zetec

Price: £14,695

Engine: 1.0-litre 3cyl turbo petrol, 99bhp

0-60mph: 10.1 seconds **Test economy:** 37.3mpg/8.3mpl

CO₂: 99g/km **Annual road tax:** £0

98 LIVING WITH A... FORD TRANSIT

Practical double-cab van joins our fleet, and house move tests its mettle.



100 LIVING WITH A... RANGE ROVER SPORT

From food to weather, our man likes it hot, so 302bhp SUV is perfect.



AE THE supermini sector is the most fiercely contested in the UK car market, so any new arrival will have to be on top of its game if it wants to succeed.

Mazda has worked hard to give its latest 2 a fighting chance. Not only is the newcomer bigger, better equipped and more refined than its predecessor, it features an eye-catching price tag and promises to lead the way for driver fun.

Just as importantly, it benefits from Mazda's latest SkyActiv kit, which means

lightweight construction and a number of fuel-saving additions. Here we test the car in mid-range 1.5 SE-L Nav guise.

Setting the benchmark for the Mazda is the VW Polo. With its classy image, upmarket interior, punchy turbocharged petrol engine and top-notch refinement, the VW is the most grown-up small car money can buy. The Ford Fiesta is the old-stager in this encounter, but it still

sets the standard for driving engagement, plus it looks good and is surprisingly practical.

So, can the Mazda take the spoils, or will it be left feeling blue after tasting road test defeat?



Mazda 2 1.5 SE-L Nav

Price: £14,395

Engine: 1.5-litre 4cyl petrol, 89bhp

0-60mph: 9.8 seconds **Test economy:** 31.7mpg/7.0mpl

CO₂: 105g/km **Annual road tax:** £20

Road test

Mazda 2 vs rivals

MODEL TESTED: Mazda 2 1.5 SE-L Nav

PRICE: £14,395 **ENGINE:** 1.5-litre 4cyl petrol, 89bhp

AE THE all-new Mazda 2 has its sights set on the top of the supermini class. Boasting sharp lines, plenty of kit and a roomy interior, the third-generation machine comes bursting with showroom appeal, while the addition of Mazda's SkyActiv tech means it should cost pennies to run. We test it here in mid-range £14,395 1.5 SE-L Nav guise.

Styling 3.9/5

MAZDA has applied its Kodo design language to the new 2, and as a result it looks very much like a scaled-down version of the 3 family hatchback. There's the familiar trapezoidal grille treatment that features the brand's chrome-finished 'wing design' insert first seen on the facelifted 6 saloon. Elsewhere you'll spot the bold creases and curves along the car's flanks, the swooping roofline and the steeply rising waist. It looks a bit heavy-handed and bulbous at the rear, but overall the 2 is a smart and distinctive small car.

All models get body-coloured door mirror housings and a subtle tailgate spoiler, while our SE-L test car is identified by its 15-inch alloys and front foglights. Flagship Sport versions pack the most kerb appeal courtesy of their larger 16-inch wheels, LED daytime running lights and colour-coded grille insert.

The eye-catching design continues inside, where Mazda has attempted to push the 2 upmarket. For instance, the neatly styled dashboard gets a trio of eyeball air vents (the fourth is cleverly hidden in the fascia below the infotainment touchscreen) that feature controls with an Audi-style, metal-effect knurled finish. Another highlight is the large speedometer flanked by digital readouts for the rev counter and trip computer.

Yet while the cabin looks smart and is robustly constructed, it can't match the Polo for premium appeal. There are few soft-touch materials, while the plastics covering the top of the dash and door trims look and feel a little low rent. Also, the rear doors shut with a tinny clang, rather than the VW's reassuring thud.

On the plus side, soft leather covers the steering wheel and gearlever, while the switchgear feels sturdy in its operation. There's also plenty of standard kit, including sat-nav, cruise control, keyless entry and DAB radio – you'll have to pay extra to have these desirable extras on the VW and Ford.

Driving 4.2/5

THE application of Mazda's SkyActiv technology means the 2 now tips the scales at 975kg – around 125kg lighter than either rival here. As you'd expect, this has had a positive impact on the car's performance. Despite

“Engaging driving dynamics don't come at the expense of refinement”

having less power than the Fiesta and the lowest torque output of our trio, the 2 completed the 0-62mph sprint in a sprightly 9.8 seconds – a tenth faster than the Polo.

The tables were turned during our in-gear assessments, though, where the Mazda was hobbled by its naturally aspirated 1.5-litre engine's lack of low-speed muscle. With just 148Nm of torque delivered at a relatively high 4,000rpm, the car needed 17.6 seconds to accelerate from 50-70mph in fifth gear. That's nearly seven seconds slower than the Polo.

In the real world you have to work the 2's four-cylinder engine hard to keep pace with the VW and Ford. That's no difficulty, however, because it's smooth and emits a sporty rasp when extended, while the standard five-speed gearbox benefits from a precise shift action that's reminiscent of the company's legendary MX-5 roadster.

The steering isn't as weighty as the Fiesta's, but it's quick and precise, helping the Mazda dart through corners with impressive agility. There's also plenty of grip, even on the narrow 185 section tyres of our test car, while body movement is well controlled.

Happily, these engaging driving dynamics don't come at the expense of refinement. Unlike its predecessor, the latest 2 is impressively quiet and composed on the motorway, with little wind or road noise.

Ownership 4.0/5

MAZDA has a reputation for building durable cars, and that's reflected in its excellent eighth place finish in our Driver Power 2014 satisfaction survey. And while the 2 is a new model, many of its mechanical and electrical components have been proven in other cars in the line-up. Mazda's dealers finished a less impressive 14th in the survey, but that's 16 places higher than VW's network.

While the 2 hasn't been subjected to Euro NCAP's tests, there's no reason to assume it won't score strongly. All versions get six airbags, plus our SE-L adds lane departure warning and autonomous emergency braking. Blind spot monitoring, cross traffic alert and a head-up display are part of the £400 Safety Pack, but this is only available on the range-topping 113bhp Sport Nav.

Running costs 4.2/5

WHEN it comes to showroom appeal, the Mazda takes some beating. At £14,395, it undercuts the Ford by £300, yet it comes crammed with kit that'll set you back an extra £900 on the Fiesta. Better still, our experts have calculated the 2 will retain 46.9 per cent of its new value after three years.

It can't match the Ford for CO₂ emissions, but its figure of 105g/km is lower than the VW's and results in an annual road fund licence bill of £20. Mazda also offers a three-year servicing package for £499.

The only fly in the ointment was our disappointing fuel return of 31.7mpg – although our car had only done a handful of miles, so this should improve over time.

Exterior



Mazda 2

Interior





Familiar design

AS the new 2 follows Mazda's Kodo design language, you get the familiar creases and curves along the flanks leading to the slightly bulbous rear. All models feature a subtle tailgate spoiler, while our car is identified by its 15-inch alloys and front foglights



CO₂/tax
105g/km
£20 or 14%



Practicality
Boot (seats up/down)
280/950 litres



Performance
0-60/30-70mph
9.8/10.6 seconds



Braking
70-0/60-0/30-0mph
53.4/39.6/10.0m



Running costs
31.7mpg (on test)
£48 fill-up

TESTERS' NOTES...

"Mazda has a 'right sizing' policy with its engines (see Head-to-head, Page 87), but it has mixed results in the 2. The 1.6 lacks the low-speed muscle that make the turbo VW and Ford so effortless."

JAMES DISALE
ROAD TEST EDITOR



TESTERS' NOTES...

"The latest 2 is more grown-up than before, but it's not lost the previous car's sense of fun, with sharp handling and a short-throw gearshift."

SEAN CARSON
SENIOR ROAD TESTER



Vents

STYLISH eyeball vents are inspired by Audi, with a metal-effect knurled finish

Leather

STEERING wheel and gearlever both feature soft leather, but rest of the cabin feels slightly low rent



Practicality 3.9/5

ONE of the biggest issues with the old 2 was its cramped cabin, so it's no surprise to find Mazda has worked hard to make its replacement more practical. As a result, legroom in the rear is now a match for the Polo and Fiesta, while only taller occupants will find the sloping roofline eats into headroom. However, the small side windows and dark trim materials of our test car create a slightly claustrophobic feel.

The boot is hobbled by a high load lip and narrow opening, but the load area is well shaped and there's a VW-rivalling 280 litres of capacity. With the split-fold rear bench lowered, the available space increases to 950 litres. One area where the Mazda struggles is storage. The glovebox is a decent size, but the door pockets are small and the centre console only houses cup-holders and a small trinket tray.

Road test

Mazda 2 vs rivals

MODEL TESTED: Volkswagen Polo 1.2 SE
PRICE: £14,360 **ENGINE:** 1.2-litre 4cyl petrol turbo, 89bhp

AE THE current fifth-generation Volkswagen Polo was launched in 2009, while late last year it received a facelift to bring it into line with the larger Golf.

Tweaked looks, an upgraded interior and revised engine line-up combined to take the VW straight to the top of the supermini class. Here, we test the £14,360 1.2 TSI SE, although the car in our pictures is the recently introduced SE Design model.

Styling 4.0/5

VW has taken a low-key approach to the updates of the Polo, meaning you'd struggle to tell it apart from its predecessor. The overall shape is the same as before, with only minor tweaks to the lights and front grille, plus a range of new wheel designs. Higher-specification models stand out more, thanks to the option of distinctive LED headlamps and running lights.

While the Polo lacks the visual drama of the Mazda and Ford, you can't fault its fit and finish. Tight shut lines are a sign of its quality, plus the doors close with a reassuring solidity. It's not exciting, but the classy VW is as much at home on the high street as it is mixing with high society. The upmarket theme continues inside, where the Polo continues to lead the way for quality and desirability.

The upright dashboard doesn't have the same eye-catching style of the Mazda's, but it's thoughtfully laid out and uses top-notch materials and components. There are plenty of soft-touch plastics, while the switchgear operates with slick precision.

Another highlight is the touchscreen infotainment system, as seen in the Golf. This uses a motion sensor to bring the buttons up when you move your finger close to the screen, so the display looks clean when you're not navigating through menus.

Driving 4.1/5

IF you're after a supermini that delivers big-car driving dynamics and refinement, then look no further than the Polo. For starters, its four-cylinder 1.2 TSI engine is a smooth and effortless performer.

At the track, the VW managed the 0-60mph sprint in a brisk 9.9 seconds. This compares very favourably with VW's claimed 0-62mph figure of 10.8 seconds, and was only a tenth of a second slower than the bigger-engined Mazda.

However, the tables were turned during our in-gear tests, where the Polo was able to use its muscular 160Nm torque output to good effect. Not only was the VW faster than the 2, it was able to edge ahead of the

"The dashboard is thoughtfully laid out and uses top-notch materials"

Fiesta. Making the most of the VW's performance is now even easier thanks to the precise action of its five-speed gearbox. The only downside is the sudden power delivery at low revs, as the torque builds quickly from 1,400rpm, causing the car to surge forward.

The model we've pictured features 16-inch alloy wheels, which add firmness to the ride, but the SE's standard 15-inch rims help the soft suspension iron out most bumpy surfaces. There's a touch more road noise than in the Mazda and Ford, but the Polo still feels refined on long motorway journeys.

Happily this comfort and refinement don't come at the expense of handling. There's a fair amount of body roll, but grip is good, and the VW isn't unsettled by mid-corner bumps. The steering is naturally weighted and precise, too, while visibility is good, making it easy to place the car. The Fiesta and Mazda feel sharper, but the predictable Polo inspires confidence.

Ownership 3.8/5

THE pre-facelift Polo finished our Driver Power 2014 satisfaction survey in a lowly 119th place, so VW will be hoping for a stronger showing in this year's poll. On the plus side, it does benefit from VW's latest touchscreen technology, and will come with the most recent software, so it should run smoothly.

VW has also worked hard on the Polo's safety, and all cars get electronic stability control, traction control, brake assist and post-collision brake application. Extras include adaptive cruise control, parking sensors and a driver fatigue sensor – but lane departure warning isn't available as an option.

The Polo earned a five-star Euro NCAP rating in 2009, and the percentage score should improve with the new model. However, it only gets four airbags as standard – curtain bags will set you back an extra £465.

Running costs 4.3/5

AT £14,360, the Polo 1.2 TSI SE costs just £35 less than the Mazda, although the standard kit tally is a little behind. Add cruise control (£400) and sat-nav (£700) to match the 2, and the VW's price balloons to £15,460. That said, the Polo gets all the essential kit, including Bluetooth, a DAB radio and air-con. There's also a wider range of options to choose from, giving you the chance to personalise your car.

During our brief time with the Polo, we only managed to achieve 40.7mpg, but that was better than both the Fiesta and 2. Emissions of 107g/km are the highest on test, but you still pay only £20 a year for road tax, while a 14 per cent company car banding means tax costs for business users are also reasonable, if a little behind the Fiesta's.

VW's fixed-price servicing deal is better value than Ford's, while the attraction of that badge on the nose boosts the Polo's residuals, with our experts calculating the car will retain a healthy 49.6 per cent of its value after three years.

Exterior



Volkswagen

Interior





Subtle changes

VOLKSWAGEN has made few changes to Polo's design with the recent update. It looks similar to previous car, with minor tweaks to lights and front grille, while higher-spec models also feature LED headlights. Classic style works well, though, and quality is high



TESTERS' NOTES...

"It's not as striking as its rivals here, but the Polo feels a class apart when it comes to quality. With its tight shut lines and top-notch materials, the VW brings big-car premium appeal to the supermini sector."

JAMES DISDALE
ROAD TEST EDITOR



en Polo



CO₂/tax
107g/km
£20 or 14%



Practicality
Boot (seats up/down)
280/952 litres



Performance
0-60/30-70mph
9.9/10.2 seconds



Braking
70-0/60-0/30-0mph
51.4/36.9/9.4m



Running costs
40.7mpg (on test)
£49 fill-up

TESTERS' NOTES...

"VW's grown-up appeal extends to its hi-tech options, which include adaptive cruise control and a reversing camera."

DEAN GIBSON
DEPUTY ROAD
TEST EDITOR



Touchscreen

TOUCHSCREEN information system is taken from Golf and features a motion sensor to bring up buttons when finger is near screen

Materials

QUALITY materials mark out Polo's cabin, with lots of soft-touch plastics; switchgear is precise

Practicality 4.1/5

THE Polo has a 280-litre boot, which is identical in size to the Mazda's. However, the VW benefits from a lower load lip and wider opening. Furthermore, a false boot floor can be raised to create a totally flat load area when the 60:40 split-fold rear seats are lowered.

Access to the rear seats is straightforward thanks to the wide-opening back doors, while the flat rear bench can accommodate three adults at a pinch. There's little to separate our contenders in terms of head and legroom, although the Polo feels less claustrophobic than its rivals due to its larger rear windows.

Elsewhere, there are deep cup-holders and a handy tray in front of the USB and 12V sockets on the centre console to keep your smartphone in, while the standard touchscreen infotainment system is logically laid out.

MODEL TESTED: Ford Fiesta 1.0T Zetec

PRICE: £14,695 **ENGINE:** 1.0-litre 3cyl petrol turbo, 99bhp

AE THE Ford Fiesta needs no introduction. The stylish supermini currently tops the UK sales charts, and since making its debut nearly four decades ago more than four million examples have found homes in Britain. This sixth-generation model went on sale in 2008, and was facelifted early in 2013.

For this test, we've lined up the popular five-door Zetec model powered by the 99bhp version of Ford's award-winning 1.0-litre three-cylinder turbocharged EcoBoost petrol engine, which costs £14,695.

Styling 3.9/5

THE Ford is a familiar sight on UK roads, but its attractive styling means it doesn't blend into the background. With its rising waistline, rakish profile and bulging wheelarches, the Fiesta benefits from a surprisingly sporty stance.

At the front, a chrome-trimmed grille delivers a touch of class, while different lights were added as part of last year's facelift. Zetec models come with front foglights and extra chrome trim along the bottom of the windows, while 15-inch, five-spoke alloy wheels are standard. Overall, the Fiesta has a bold look that matches the new Mazda for kerb appeal, and puts it ahead of the conservatively styled Polo.

Unfortunately, the Ford's interior isn't as impressive as the exterior. The main culprit is the cluttered dashboard design, with lots of buttons taking up the centre console and a control dial for the audio system that takes some getting used to. Also, the blocky blue LCD displays in the Fiesta look quite dated compared to the colour touchscreens and white-on-black design found in the 2 and Polo.

Some of the plastics used in the Ford look and feel a little low-rent, particularly further down in the cabin. However, unlike the Mazda, the dashtop gets a soft finish, while the overall build quality is good and the driving position is excellent. There are some neat touches, too, including the red ambient lighting and the standard heated windscreen.

Driving 4.4/5

NEARLY seven years after making its debut, the Fiesta can still show younger rivals a thing or two about involving driving dynamics. Even in run-of-the-mill Zetec guise, it serves up plenty of fun.

The 1.0-litre three-cylinder turbocharged EcoBoost engine fires up with a thrum, but settles down to a smooth and unobtrusive idle. The offbeat engine note is more intrusive as the revs rise, although it's no harder on your ears than its competitors' four-cylinder

units. Despite its small capacity, the engine pulls smoothly and eagerly from idle, without the surge of torque that afflicts the VW.

At the track, we managed 0-60mph in 10.1 seconds, which was over a second faster than Ford's claimed figure, although the Mazda was quicker through the gears. Yet thanks to a healthy 170Nm torque output at just 1,400rpm, the Fiesta showed the newcomer a clean pair of heels during our in-gear assessments. Better still, the Ford's crisp-shifting five-speed box encourages you to make the most of the available performance, and is backed up by fast steering and excellent feedback from the controls.

In corners, the sharp chassis means the Fiesta feels agile and delivers poise and plenty of grip – although standard high-profile tyres meant the Ford didn't feel as planted during direction changes as the Mazda. On the plus side, the combination of tall rubber and 15-inch wheels resulted in a supple ride over all surfaces. Factor in the smooth engine and low levels of road noise, and the Ford proved a surprisingly relaxed long-distance cruiser.

Ownership 3.6/5

FORD sells a huge number of cars in the UK, but that doesn't mean all its customers are satisfied with their purchases. However, after placing 117th in our Driver Power 2013 satisfaction survey, the Fiesta jumped to 78th in 2014, with drivers rating handling, technology and ease of driving. Build quality didn't receive the same level of praise, but considering hundreds of these cars are produced every week, general quality is good.

All versions of the Ford get seven airbags as standard and it has tyre-pressure monitors, too. The Zetec tested here features Ford's SYNC system with emergency assistance, which can dial 999 in the event of a collision. Active City Stop, which automatically applies the brakes if it senses a low-speed impact, is available as a £200 option on Zetec models and above. Yet unlike the Mazda, there's no option to add lane departure warning.

Running costs 3.9/5

WITH a price tag of £14,695, the Fiesta is the costliest of our contenders, but there isn't as much kit on offer as in the Mazda or the VW. You benefit from air-con, a trip computer, a USB socket and Bluetooth, plus the Quickclear windscreen, but you'll have to pay extra for a DAB radio. Rear parking sensors are part of a £425 pack that also adds power-fold mirrors. Sat-nav is £500 and the display is tiny compared to rivals' touchscreen units.

Standard stop/start helps fuel consumption, but our test economy was a disappointing 37.3mpg. On the plus side, emissions of 99g/km mean the Fiesta qualifies for free road tax and is narrowly the most effective choice for business users. It's not such good news for private buyers, though, with our experts calculating residuals of just 40.8 per cent.

Exterior



Ford Fiesta

Interior



“The Fiesta can still show younger rivals a thing or two about involving driving”

TESTERS' NOTES...

"The Ford still sets the standard for driving fun. The quick steering, nimble handling and eager three-cylinder engine put you at the centre of the action. Yet this agility is matched to a supple ride and decent refinement."

SEAN CARSON
SENIOR
ROAD
TESTER

CO₂/tax

99g/km
E0 or 12%



Practicality

Boot (seats up/down)
290/974 litres



Performance

0-60/30-70mph
10.1/11.1 seconds



Braking

70-0/60-0/30-0mph
48.0/35.2/9.7m



Running costs

37.3mpg (on test)
£46 fill-up

TESTERS' NOTES...

"Ford dealers are always keen to haggle, so you should be able to slash hundreds from the Fiesta's bottom line."

JAMES DISDALE
ROAD TEST EDITOR

Head-to-head
Engines

INSTEAD of downsizing, Mazda talks about 'right-sizing' with its engines, so the new 2 comes with a naturally aspirated 1.5-litre in three states of tune. The 89bhp version in our test model feels sluggish at low speed, although it delivers decent running costs.

Ford and VW have fashionable small-capacity turbos, but with different layouts – the former has a 1.2-litre four-cylinder, while the latter gets a 1.0-litre three-cylinder.



Touchscreen tech

A TOUCHSCREEN infotainment system (below) is standard on 89bhp Mazda 2 1.5 SE-L models and above. It features a seven-inch display and can also be accessed via a rotary controller. The Polo has a smaller screen, but a more intuitive interface, while the Ford does without this cutting-edge kit.



Weight saving

SAVING weight is a big part of Mazda's SkyActiv philosophy, so it's no surprise that the new 2 tips the scales at just 975kg. That partly explains how it can be so agile and so efficient.

The Polo and Fiesta appear heavy by comparison – they weigh 1,107kg and 1,101kg respectively.

Practicality 3.9/5

OPEN the Ford's tailgate and you'll find a 290-litre boot when you stick with the standard repair foam; this drops to 276 litres if you add the £100 space saver spare wheel. The rear bench doesn't fold fully flat, and a high load lip and narrow tailgate hamper versatility, but there's a maximum of 974 litres to play with.

Access to the back of the Fiesta is good through the wide doors. Yet the narrow back windows and dark cabin trim mean you feel a bit hemmed in compared to the more upright Polo.

There's plenty of room up front, but storage could be better. The cup-holders are set behind the handbrake and are quite shallow, while the layout of the centre console means there's no room for storage.



LCD display

FIESTA'S blocky blue LCD display looks dated compared to touchscreens in the 2 and Polo

Driver's seat

DRIVING position is excellent, further enhancing the involving dynamics; standard heated Quickclear screen is a big bonus



Figures

**Volkswagen
Polo 1.2 SE**



**Mazda 2
1.5 SE-L Nav**



**Ford Fiesta 1.0T
100PS Zetec**



On-the-road price/total as tested	£14,360/£15,300	RESIDUALS FEW superminis are as desirable as the Polo, so it's no surprise to find it's predicted to retain 49.6 per cent of its value after three years.	£14,395/£14,925		£14,695/£15,190	
Residual value (after 3yrs/30,000)	£7,123/49.6%		£6,751/46.9%		£5,996/40.8%	
Depreciation	£7,237		£7,644		£8,699	
Annual tax liability std/higher rate	£401/£801		£402/£803		£351/£703	TAX COSTS CO ₂ emissions of 99g/km mean Ford is cheapest choice on test for business users. Plus, private buyers don't have to pay anything in road tax.
Annual fuel cost (12k/20k miles)	£1,474/£2,457		£1,893/£3,155		£1,609/£2,681	
Ins. group/quote/road tax band/cost	15/£328/B/£20		15/£395/A/£20		11/£310/A/£0	
Servicing costs	£288 (2yrs)		£499 (3yrs/37,500)	SERVICING IN an effort to drive down costs, Mazda offers pre-paid servicing for the 2, which covers scheduled maintenance for three years.	£550 (3yrs)	
Length/wheelbase	4,064/2,470mm	ENGINE VW'S 1.2-litre TSI matches Mazda's 1.5 for power, but loses out to Ford's 1.0 for torque. A higher-powered version of this engine is available, too – with 108bhp and 175Nm of torque – and a six-speed manual box.	4,060/2,570mm		3,969/2,489mm	BOOT SPACE FORD has the biggest boot of our trio. However, go for the optional space saver spare wheel, and load capacity shrinks to 276 litres.
Height/width	1,453/1,682mm		1,495/1,695mm		1,495/1,722mm	
Engine	4cyl in-line/1,197cc		4cyl in-line/1,496cc		3cyl in-line/999cc	
Peak power	89/4,800 bhp/rpm		89/6,000 bhp/rpm		99/6,000 bhp/rpm	
Peak torque	160/1,400 Nm/rpm		148/4,000 Nm/rpm		170/1,400 Nm/rpm	
Transmission	5-spnd man/fwd	PERFORMANCE POLO uses slightly shorter gearing to good effect, as it trumps its rivals here for in-gear acceleration. It's also quieter at cruising speeds.	5-spnd man/fwd	WEIGHT ENGINEERS have worked hard to strip mass out of the new 2, with the result that even in well equipped SE-L guise it weighs just 975kg.	5-spnd man/fwd	
Fuel tank capacity/spare wheel	45 litres/space saver		44 litres/sealant		42 litres/sealant	
Boot capacity (seats up/down)	280/952 litres		280/950 litres		290/974 litres	
Kerbweight/payload/towing weight	1,107/421/1,000kg		975/455/900kg		1,101/454/900kg	
Turning circle/drag coefficient	10.6 metres/0.32Cd		9.4 metres/N/A		10.1 metres/0.33Cd	
Basic warranty (miles)/recovery	3yrs (60,000)/3yrs	SAFETY VW only gets four airbags, but rear bags can be added for £475, while £500 adaptive cruise includes Emergency City Stop.	3yrs (60,000)/3yrs	OPTIONS THE Mazda comes with plenty of kit, but there aren't many options. In fact, on SE-L models your choice is limited to metallic paint.	3yrs (60,000)/1yrs	EQUIPMENT ZETEC trim comes with essential kit, but DAB radio should be standard and not a £100 option. Sat-nav also has small screen and fiddly controls.
Service intervals/UK dealers	10,000 (1yr)/223		12,500 (1yr)/170		12,500 (1yr)/781	
Driver Power manufacturer/dealer pos.	19th/31st		8th/14th		25th/27th	
Euro NCAP: Adult/child/ped./points	90/86/41/5		N/A		91/86/65/5	
0-60/30-70mph	9.9/10.2 secs		9.8/10.6 secs		10.1/11.1 secs	
30-50mph in 3rd/4th	5.0/7.2 secs	SAFETY VW only gets four airbags, but rear bags can be added for £475, while £500 adaptive cruise includes Emergency City Stop.	6.6/9.8 secs	OPTIONS THE Mazda comes with plenty of kit, but there aren't many options. In fact, on SE-L models your choice is limited to metallic paint.	6.3/8.3 secs	
50-70mph in 5th	10.9 secs		17.6 secs		13.2 secs	
Top speed/rpm at 70mph	114mph/2,600rpm		114mph/2,500rpm		112mph/2,500rpm	
Braking 70-0/60-0/30-0mph	51.4/36.9/9.4m		53.4/39.6/10.0m		48.0/35.2/9.7m	
Noise levels outside/idle/30/70mph	62/50/58/64dB		61/43/63/70dB		66/45/64/70dB	
Auto Express econ (mpg/mpl)/range	40.7/9.0/403 miles	SAFETY VW only gets four airbags, but rear bags can be added for £475, while £500 adaptive cruise includes Emergency City Stop.	31.7/7.0/307 miles	OPTIONS THE Mazda comes with plenty of kit, but there aren't many options. In fact, on SE-L models your choice is limited to metallic paint.	37.3/8.3/345 miles	EQUIPMENT ZETEC trim comes with essential kit, but DAB radio should be standard and not a £100 option. Sat-nav also has small screen and fiddly controls.
Govt urban/extra-urban/combined	47.1/70.6/60.1mpg		47.9/76.3/62.8mpg		53.3/76.4/65.7mpg	
Govt urban/extra-urban/combined	10.4/15.5/13.2mpl		10.5/16.8/13.8mpl		11.7/16.8/14.5mpl	
Actual/claimed CO ₂ /tax bracket	160/107g/km/14%		206/105g/km/14%		175/99g/km/12%	
Airbags/Isofix/park sensors/camera	Four /y/£400*/£240		Six/yes/no/no		Six/yes/£300*/no	
Auto gearbox/stability/cruise control	£1,375/yes/ £400*		£1,200/yes/yes		£1,250/yes/no	
Air-conditioning/leather/heated seats	Yes/no/£360*		Yes/no/no		Yes/no/£175	
Met paint/xenon lights/keyless go	£540 /no/no		£530 /no/yes		£495/no/no	
Sat-nav/USB/DAB/Bluetooth	£700/yes/yes/yes		Yes/yes/yes/yes		£500/yes/£100/yes	

Results

VW POLO

IT'S another win for the Polo, but its margin of victory is smaller than ever. Keeping the VW on top are its impeccable build quality, classy cabin, top-drawer refinement and punchy powerplant. It's also practical and cost effective to run. The Polo's handling could do with a bit more sparkle and it doesn't look as dramatic as its rivals, but it has plenty of upmarket kerb appeal.



1st

MAZDA 2

THE distinctive Mazda just misses out on top spot on the podium. Like its predecessor, the newcomer is eye-catching and fun to drive, but there's now a new-found maturity. The 2 is comfortable and refined, plus it boasts a roomy, generously equipped interior. Yet it's let down by cheap-looking interior materials and the lacklustre response of its engine.



2nd

FORD

OUR former class champ takes the wooden spoon in this encounter, but the Fiesta still has a lot going for it. Not only does it look sharp, the engaging handling and eager three-cylinder engine make it the number one choice for keen drivers. However, there are now too many chinks in the Ford's armour. It's expensive and isn't as well equipped as rivals, plus its interior looks dated.



3rd

Red = equipment fitted to our test car. *Part of pack. ^Part of City Pack. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Mazda 2 range secrets

Spec line-up?

OUR SE-L is one of three trim levels, between the entry SE and flagship Sport. Prices start at £11,995. Certain SE-L and Sport models can be upgraded to Nav trim for £400, while a limited-run £14,995 Sport Launch Edition adds kit such as metallic paint.

Engine options?

THE 1.5-litre petrol is available with 74bhp and 113bhp outputs, alongside our 89bhp car. There's also a 104bhp 1.5-litre diesel that claims 89g/km and 83.1mpg. A five-speed manual box is standard, while the diesel and high-powered petrol get a six-speed.

Worth considering...

Skoda Fabia

THE latest Fabia is roomy, well equipped and good value for money. Better still, it's more stylish than before, while under the skin it features many of the same mechanical components as the Polo, meaning grown-up driving dynamics and decent refinement.

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Power and the glory

Muscular new Lexus RC F has 471bhp to its BMW M4 rival's 425bhp. But does this on-paper advantage translate into an edge on the road?



Lexus RC F

Price: £59,995 **Engine:** 5.0-litre V8, 471bhp **0-60mph:** 4.7 seconds
Test economy: 22.5mpg/5.0mpl **CO₂:** 251g/km **Annual road tax:** £500

BMW M4

Price: £59,545 **Engine:** 3.0-litre 6cyl, 425bhp **0-60mph:** 4.5 seconds
Test economy: 21.1mpg/4.6mpl **CO₂:** 194g/km **Annual road tax:** £265

Pictures: Pete Gibson Location: Blyton, Lincolnshire

AE WITH much of Lexus' current line-up focusing on comfortable, efficient saloons and SUVs, you'd be forgiven for thinking that a big-engined performance coupé might send out the wrong message to the brand's potential customers.

However, Lexus also wants to show that it can be exciting and youthful, and its new RC F is the car for the job. If it wants to be the king of the fast four-seat coupé sector, though, the RC F will have to beat the current class

leader – the BMW M4. When the M4 was released last year (Issue 1,326), we pitched it against the Porsche Cayman S and Audi RS5, with the controversial M car coming out on top and raising the bar in the process.

The RC F and M4 offer a different take on the sporty two-door formula, so to find out if the Lexus can knock the BMW off its perch as our favourite performance car for around £60,000, we tested them back-to-back on road and track.



Road test

Lexus RC F vs BMW M4

MODEL TESTED: Lexus RC F

PRICE: £59,995 **ENGINE:** 5.0-litre V8, 471bhp

AE THE RC F is only the third performance model from Lexus' F Sport division, following the IS F saloon and the raucous LFA supercar. As a focused coupé, it's got plenty of competition on its hands, especially around the £60,000 price mark.

Styling 3.9/5

IT'S fair to say the RC F is not for shy, retiring types – especially in our test car's optional £625 Solar Flare orange paint. From every angle, the Lexus is undoubtedly striking.

At the front, the brand's signature spindle grille juts forward beneath the car's hunched bonnet and dominates the sporty coupé's styling. There are more big vents beneath the front lights, too, which gulp air to cool the RC F's sizeable brakes.

Designers have paid particular attention to the headlamps. Thee main units give the car an aggressive scowl, with smaller LED running lights in the style of Lexus' swoosh design to give some family resemblance.

The angular styling continues down the RC F's flanks, with sharply defined creases shooting back from the front wheelarches and into the rear light clusters. Plenty more slashes and cuts feature at the back, with a small boot spoiler and vertically stacked twin tailpipes.

However, this pointy design is at odds with the curved roofline and means the Lexus looks busy next to the smoother and more visually restrained BMW M4. Its gaping vents and 19-inch alloys do provide lots of visual impact, but it looks as if it's trying too hard to impress.

Inside, the RC F is more reserved, with a centre console that slopes down from the dash and cossets the driver. The deep-set central sat-nav is controlled by a touchpad behind the gearlever. Lexus has persevered with this system, even though it's frustrating to use.

The cabin highlight is the adjustable TFT screen that acts as the dial pack. In the most hardcore Sport S+ mode, there's a large, central rev counter. When you get near the engine's rev limit, yellow and red shift lights flash to tell you to change gear.

There's lots of kit on offer and build quality – one of Lexus' strong points – is excellent. The cabin feels well screwed together.

Driving 3.9/5

AT a time when the sports car market is moving to downsized, turbocharged engines to keep fuel economy up and CO₂ emissions down, Lexus has bucked the trend in favour of a gargantuan 5.0-litre V8.

One big benefit this brings is noise. Fire up the RC F's engine, and it settles to a deep burble, but it's when you rev it hard that the

“Lots of kit is offered and build quality – one of Lexus' strong points – is excellent”

unit really comes alive – and it does need to be revved. Unlike the turbocharged BMW's engine, the Lexus' 530Nm of torque is produced high up at 4,800rpm, while maximum power comes in at 7,100rpm.

So, the RC F needs to be worked hard to access all of its performance, but when you do this, you'll find a deceptive turn of speed.

With that snarling V8 soundtrack, it rushes ferociously towards the red line. Our performance tests showed the RC F raced from 0-60mph in just 4.7 seconds, although its in-gear acceleration wasn't as impressive. In seventh, it took 8.8 seconds to go from 50-70mph – again, due to the lack of low-down torque.

The Lexus isn't helped by its eight-speed automatic gearbox. Although the transmission is slick in auto mode and upshifts are snappy in the most aggressive manual setting, it doesn't respond quickly enough to inputs from the steering wheel-mounted paddles coming down the gears.

On the road, the RC F's suspension, which isn't adjustable, is on the acceptable side of firm, and the refined cabin means it's a great long-distance cruising companion. However, the Lexus' chunky kerbweight makes it feel less responsive than the M4 on a twisty road or a race track.

Turn-in is sharp – especially with the torque vectoring diff on our test car set to the Slalom mode, which improves agility – but the RC F's chassis doesn't generate the same level of grip as the M4's, plus it feels heavy and lethargic when you ask it to change direction quickly. There's not as much feel flowing back through the nicely weighted steering, either, and although it doesn't make the Lexus feel lifeless, it doesn't involve you in the experience quite as much as we'd like.

Ownership 4.6/5

LEXUS always scores well in our Driver Power satisfaction surveys, and 2014's poll was no different. The brand finished fourth overall, topping the table for reliability and build quality, plus it led the way for dealer service. Using proven technology, we can't see many problems cropping up with the RC F.

It should be safe, too, with eight airbags as standard, as well as ESP, lane keep assist and rear cross traffic alert to warn of approaching traffic when backing out of a parking space.

Running costs 3.3/5

NEITHER of these cars was ever going to set any fuel economy records, but as the RC F returns 22.5mpg according to our figures, it's clear that it will be expensive to run.

Fuel costs of £2,702 over 12,000 miles are better than the BMW's, but the Lexus' poorer CO₂ emissions of 251g/km mean it'll be pricier to tax (£500) – and with a slightly higher list price than the M4's, higher-rate company car drivers will pay £390 more per year.

The RC F claws back some ground on its rival in terms of residuals, though – after three years, it'll retain 53 per cent of its value.

TESTERS' NOTES...

“The RC F's engine boasts 46bhp more than the M4's, but its power delivery and extra 200kg-plus of weight mean it's slower than its rival. However, unless you're a track day addict, the Lexus should provide plenty of performance.”

SEAN CARSON
SENIOR ROAD TESTER



Lexus RC

Interior



Exterior



Engine

NATURALLY aspirated 5.0-litre V8 produces a great, deep exhaust note. But while throttle response is crisp, it can't live up to the BMW's turbocharged mid-range punch. This means you have to use all of the revs to hustle the Lexus along, which hurts fuel economy

F

TESTERS' NOTES...

"The Lexus doesn't feel quite as alive and alert as the BMW, but its softer set-up means it's more comfortable on the motorway."

JAMES DISDALE
ROAD TEST EDITOR



CO₂/tax
251g/km
£500 or 35%



Practicality
Boot
366 litres



Performance
0-60/30-70mph
4.7/3.8 seconds



Braking
70-0/60-0/30-0mph
47.0/34.8/8.7m



Running costs
22.5mpg (on test)
£74 fill-up



Screen

LARGE TFT screen changes depending on driving mode. Eco coaches more efficient driving; hardcore Sport S+ offers lap timer function

Gearbox

EIGHT-speed auto is relaxed and refined around town, but can feel hesitant and sluggish in manual mode

Practicality 3.7/5

DESPITE its low fuel economy, the RC F's 66-litre fuel tank (six litres larger than the M4's) actually gives a respectable cruising range of 327 miles. However, the chances are if you're in the market for a big-engined coupé, efficiency won't be top of your list. The Lexus loses more marks for practicality, as its 366-litre boot isn't as big as the BMW's, while the small rear seats are more cramped, too.

There is plenty of in-car storage on offer, though, with a centre compartment and two cup-holders between the front seats, plus big storage bins thanks to the long doors. The rakish looks don't hurt visibility too much, with only rear three-quarter vision hampered by the chunky, sloping rear pillars. And standard-fit parking sensors and a reversing camera help out when manoeuvring in tight spaces.

MODEL TESTED: BMW M4

PRICE: £59,545 ENGINE: 3.0-litre 6cyl, 425bhp

AE BMW has split opinion by calling the replacement for its M3 Coupé the M4, and retaining the M3 badge for the saloon version. Its move to turbo power for the hot models has had a similar effect – but the recipe has proven a success. Here, we test the dual-clutch auto M4 to see if it's still the sports coupé class leader.

Styling 4.6/5

GIVEN that the M4 is based on relatively humble underpinnings, sharing parts of its platform with the basic 3 Series saloon, BMW's styling modifications have transformed the two-door M car into a menacing coupé.

The low-slung, muscular stance sets the car's stall out straight away; there are three big air dams that span the width of the car underneath the BMW kidney grille and flattened headlamps, while the low bonnet and flared wheelarches increase the M4's eye-popping stance.

Behind the dark-finish 19-inch alloys lurk huge carbon-ceramic brake discs (a £6,250 option) and gold brake calipers splashed with BMW's M logo. The side profile is far simpler than the RC F's, with a gently swooping carbon-fibre roof and deeper side skirts.

In the past, the M3 always had special wing mirrors, and it's no different with the M4. They feature cut-outs to reduce drag and channel air down the side of the car to the rear. At the back, the M4's exhaust count matches the Lexus', with four, fat tailpipes. There's also a slight ducktail profile to the boot lid. From every angle, the BMW looks like a properly focused sports car.

Glossy, carbon-fibre detailing (the Lexus makes do with imitation carbon) inside continues the focused design theme, with a widescreen 8.8-inch display for the iDrive system. There's a head-up display on offer, too, with two configurable 'M' driving modes, while the seats give excellent support for faster driving thanks to inflatable side bolsters. Our only real criticism is that with some parts carried over from cheaper BMW saloons, the M4 doesn't feel quite as special as some cars in this class.

Driving 4.8/5

SPORTS coupés like these aren't all about the numbers, but even if you forget the figures for a moment, the M4 makes light work of the RC F in terms of performance.

The BMW's ride isn't quite as comfortable as the Lexus', though, as it features adaptive dampers which allow you to tune the chassis to your liking. In the standard Comfort setting, the M4 is as

"From every angle, the BMW looks like a properly focused sports car"

firm as the RC F, but the big alloy wheels and low-profile tyres mean its low-speed ride can be harsh over big bumps.

It's not as composed on the motorway, either, and feels more edgy and alert. But point the M4 down a country road, and this extra focus soon shows its worth.

The steering is best left in Comfort mode, as it feels artificially heavy in any other setting. There's lots of confidence-inspiring grip to lean on, but with so much torque on offer, it's easy to spin the wheels if you're a little too eager with the accelerator.

Thankfully, the BMW's ESP system takes care of any rear-end slides, although there is a halfway house between on and off if you want to safely explore the car's limits. Still, we'd only recommend this on the track, and the same is true for the suspension's Sport Plus mode, as it makes the M4 extremely stiff.

BMW's move to a 3.0-litre twin-turbo six-cylinder engine from the M3's old V8 proved controversial, but with more power on offer, there's no denying the M4 boasts incredible performance. It's made all the more apparent by the snappy dual-clutch box. In fact, the BMW feels like a European muscle car that blends a rampant streak of acceleration with agile, exact handling.

The exhaust note isn't quite as musical as the RC F's, but the bassy bellow is a fitting noise for the rip-roaring engine. The M4's power unit is so potent that we didn't quite match BMW's claimed 0-60mph time – it completed the sprint in 4.5 seconds – as with 550Nm of torque arriving low down at just 1,850rpm, it's tough to keep wheelspin under wraps off the line, which slowed us down.

Higher up the gears, this is less of an issue. In-gear acceleration is much stronger than the Lexus', although despite being lighter and fitted with bigger, carbon-ceramic brakes, it didn't stop that much sooner than the RC F.

Ownership 3.9/5

BMW couldn't match Lexus' results in our Driver Power 2014 satisfaction survey, yet it still finished in a respectable 10th place overall. The brand's dealers finished 18th out of 32, but the 3 Series saloon on which the M4 is based came an impressive 14th overall, so it should prove reliable.

As for safety, the M4 can't match the RC F's airbag count of eight, but with six on offer as well as the £440 optional lane change warning, it should be safe. Like the Lexus, Euro NCAP hasn't yet crash tested the BMW.

Running costs 3.3/5

DESPITE its on-paper fuel economy advantage over the RC F, the M4 only recorded 21.1mpg on test – a long way from BMW's 34.0mpg claims – and we found that if you use all of the car's power, it seriously dents efficiency.

While it'll cost around £180 more in fuel over a year's driving, the M4 is £190 cheaper to insure than the Lexus and £235 less to tax. BMW's five-year fixed price servicing package is better value than Lexus' scheme, too.

Exterior



BMW M4

Interior





CO₂/tax

194g/km
£265 or 31%



Practicality

Boot
445 litres



Performance

0-60/30-70mph
4.5/3.5 seconds



Braking

70-0/60-0/30-0mph
45.3/33.3/8.3m



Running costs

21.1mpg (on test)
£67 fill-up

TESTERS' NOTES...
"Both these models are available in some vibrant colours, but there are more reserved finishes available as well."

JAMES DISDALE
ROAD TEST EDITOR



Head-to-head

Engines

WHILE the bodystyles might be similar, the BMW and Lexus take a different approach to how they make their power. Lexus has opted for a large-capacity, naturally aspirated V8 engine, while BMW has dropped its old V8 in favour of a six-cylinder turbo for efficiency.

The result is that you have to work the RC F's engine and box to keep it on the boil; the M4's low-down grunt means it's lazier yet faster in the real world.



Design

BOTH coupés look aggressive, and while Lexus' slashed design works on bulkier models in the range, we're not convinced by the same treatment on this more delicate two-door, as it appears a bit too fussy. In comparison, the M4 is less in-your-face, but arguably more appealing because of it.



Tyres

LEXUS and BMW have opted for the same sticky Michelin tyres for their performance models. Both serve up plenty of grip, but with wide 19-inch wheels, there's lots of road roar, too. If you drive either car hard, expect to go through rear rubber quickly. Budget at least £250 each for replacements.



Display

BMW has regular dials, but there is an 'M' performance mode for the head-up display

Adjustment

M4 gets three buttons to adjust suspension, throttle and steering, with choice of Comfort/Eco, Sport and Sport Plus modes

Practicality 3.9/5

THE M4 has a larger boot than the RC F, at 445 litres. Like the Lexus, the opening is wide and square in shape, with only a small lip to lift bags past, so it should be easy enough to load. Unfortunately, the rear seats don't fold down in either car, so you won't be able to increase luggage capacity any further.

Inside, the BMW feels roomier and racier than the RC F due to the less intrusive dash and centre console and those real carbon-fibre highlights.

The back seats are bigger and will be comfortable for adults, while the M4's generous cubbyhole count means it matches the Lexus for in-car storage. Unlike the RC F, a reversing camera doesn't come as standard on the M car – it's an option that'll set you back £545.





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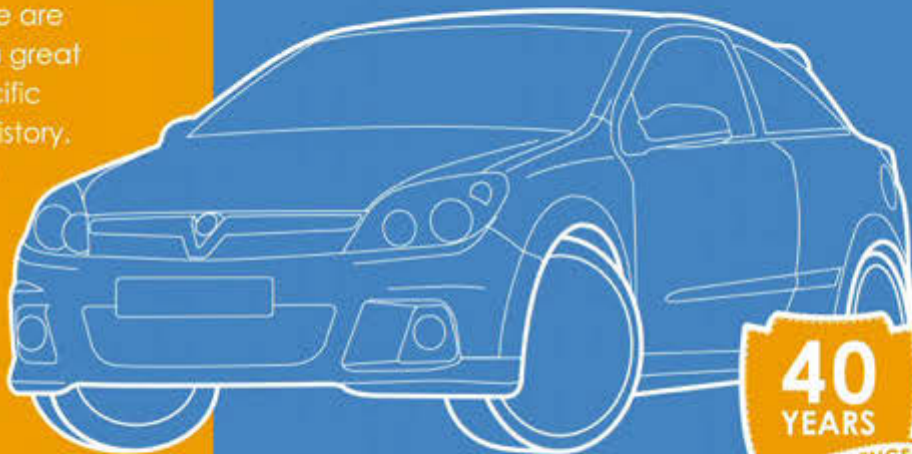
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Figures

**BMW
M4 DCT**



**Lexus
RC F**



On-the-road price/total as tested	£59,545/£68,780	RESIDUALS AFTER three years, the BMW is predicted to hold on to two per cent less of its value than the Lexus – that's around £1,000 more in depreciation.	£59,995/£65,120	
Residual value (after 3yrs/30,000)	£30,302/50.9%		£31,737/52.9%	
Depreciation	£29,243		£28,258	
Annual tax liability std/higher rate	£4,229/£8,459		£4,424/£8,849	
Annual fuel cost (12k/20k miles)	£2,881/£4,802	POWER THE M4 might be down on power, but its huge, low-down torque figure means it's faster than the RC F in all situations.	£2,702/£4,503	
Ins. group/quote/road tax band/cost	42/£527/ £265		48/£717/M/£500	
Servicing costs	£1,050 (5yrs/50k)		£23.95 per month (2yrs)	
Length/wheelbase	4,671/2,812mm		4,705/2,730mm	
Height/width	1,383/1,870mm	WEIGHT THE RC F's heavy kerbweight dulls acceleration, braking and handling. A lighter, more expensive Carbon version is also available.	1,390/1,845mm	
Engine	6cyl in-line/2,979cc		V8/4,969cc	
Peak power	425/5,500 bhp/rpm		471/7,100 bhp/rpm	
Peak torque	550/1,850 Nm/rpm		530/4,800 Nm/rpm	
Transmission	7-spd auto/rwd		8-spd auto/rwd	
Fuel tank capacity/spare wheel	60 litres/sealant		66 litres/sealant	
Boot capacity	445 litres		366 litres	
Kerbweight/payload	1,537/503kg		1,765/485kg	
Turning circle/drag coefficient	12.2 metres/0.34Cd		10.7 metres/0.33Cd	
Basic warranty (miles)/recovery	3yrs (unltd)/3yrs		3yrs (60,000)/3yrs	DEALER SERVICE LEXUS' excellent dealer service was reflected in our Driver Power 2014 satisfaction survey: the network came first. Lexus placed fourth overall, too, so RC F ownership experience should be pretty good.
Service intervals/UK dealers	Variable/153		10,000 miles/51	
Driver Power manufacturer/dealer pos.	10th/22nd		4th/1st	
Euro NCAP: Adult/child/ped./stars	N/A		N/A	
0-60/30-70mph	4.5/3.5 seconds		4.7/3.8 seconds	
30-50mph in 3rd/4th	1.9/2.7 seconds		3.1/4.2 seconds	
50-70mph in 5th/6th/7th	3.2/4.0/6.0 seconds	EFFICIENCY THE maker says the smaller turbo engine helps fuel economy, but on test, the M4 only recorded 21.2mpg.	4.9/6.2/8.8 seconds	
Top speed/rpm at 70mph	155mph*/2,000rpm		168mph*/1,800rpm	
Braking 70-0/60-0/30-0mph	45.3/33.3/8.3m		47.0/34.8/8.7m	
Noise levels outside/idle/30/70mph	65/49/61/68dB		69/59/63/71dB	
Auto Express econ (mpg/mpl)/range	21.1/4.6/278 miles		22.5/5.0/327 miles	HIGH CO₂ NATURALLY aspirated V8 emits 251g/km of CO ₂ , so road tax is £500 and, with a Benefit in Kind rate of 35 per cent, company car tax bills are more expensive than those of the BMW.
Govt urban/extra-urban/combined	25.4/42.2/34.0mpg		17.5/36.2/26.2mpg	
Govt urban/extra-urban/combined	5.6/9.3/7.5mpl		3.9/8.0/5.8mpl	
Actual/claimed CO ₂ /tax bracket	309/194g/km/31%		290/251g/km/35%	
Airbags/Isofix/parking sens/camera	Six/yes/yes/ £545	STANDARD KIT TOP-spec 4 Series is well equipped as standard, plus our test car came with the £545 reversing camera.	Eight/yes/yes/yes	
Automatic box/stability/cruise control	Yes/yes/yes		Yes/yes/yes	
Climate control/leather/heated seats	Yes/yes/yes		Yes/yes/yes	
Metallic paint/xenons/keyless go	Yes/yes/yes		£625 /yes/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes	

Deals & discounts

Facts, figures and advice powered by carbuyer.co.uk

carbuyer
.co.uk

DON'T expect to find many deals around on the new RC F, as Lexus only intends to sell around 200 a year in the UK, and the 2015 allocation has already been snapped up. This does mean that residual values should be strong, though.

The brand is offering a finance deal for private buyers on the sporty coupé based on a deposit of £17,009, with a further 41 monthly payments of £699 and interest charged at 6.9 per cent APR. You can opt to buy the car at the end of the contract for a final sum of £22,792.50.

If you're a business user, Lexus has another option – stump up an initial £5,609 up front, followed by 47 instalments of £935 per month.

For similar money, you could bag yourself an M4. BMW has listed the car at £749 per month for 48 months after a £9,146 customer deposit, based on 10,000 miles per year. Interest is charged at 6.4 per cent APR and you'll have to stump up £24,120 at the end of the term to buy the car outright. BMW also has a business offer on the M4. Put down a £4,968 deposit, and this works out at £828 for 47 months.

Results

BMW

WITH enough performance to scare some supercars, plus four seats and a big boot, the BMW offers an incredible blend of speed and practicality and comes out on top here. At around £60,000, neither of these cars is cheap, but the M4 offers more bang for your buck – it's not quite as refined as the RC F, yet it's still easy to live with and much more capable. It's the most complete four-seat sports coupé on sale.



1st

LEXUS

THE RC F isn't without its charm thanks to the big V8 engine, but it can't live with the BMW's ballistic power unit or more focused and fun chassis. Plus, it's not as practical. However, the Lexus offers something different to the norm, alongside lots of equipment and the brand's strong reputation for reliability. If you want a well built performance two-door that can still handle a back road blast, the RC F is a leftfield choice.



2nd

*Electronically limited top speeds. Red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

Coupé range secrets

RC F's clever rear diff

LEXUS offers an electronically controlled torque vectoring rear diff on the RC F, which alters the car's handling characteristics. Slalom mode provides more urgent cornering, while Track is said to add high-speed stability. Normal blends the two for everyday driving.

Automatic options

THE RC F only comes with an eight-speed automatic gearbox, but the BMW gets a six-speed manual as standard, meaning you could pick up an M4 for as little as £57,050. However, we'd recommend paying extra for the snappy dual-clutch shift paddle auto.

Audi RS5

IF you don't like the thought of a high-powered, rear-drive coupé, Audi's RS5 should offer extra peace of mind with its quattro four-wheel drive. Like the Lexus, it has a V8 and a twin-clutch box with shift paddles. It costs £59,870, and 0-62mph takes 4.5 seconds.

Worth considering...

Auto EXPRESS DRIVER POWER

What do you think?
Tell us about your car
www.autoexpress.co.uk/driverpower



ON THE ROAD While the Transit could be more refined, its torquey diesel engine packs real punch. With its light but responsive steering and slick gearbox, it's one of the most driver-friendly vans available

GOOD & BAD POINTS...

"The Transit drives and performs like a car, but there's no escaping its bulky dimensions on crowded city streets and rural roads"

Essentials



CABIN Long-wheelbase model has an additional 370mm between the axles, and accommodates double-cab layout. But while extra three seats are handy for passengers, they impinge on overall load space



EQUIPMENT Kit includes standard front and rear parking sensors, as well as sat-nav, Bluetooth phone connection, cruise control, DAB radio plus automatic lights and wipers

Ford Transit Custom Double-Cab

On fleet since:	February 2015
Price new:	£31,314
Engine:	2.2-litre 4cyl, 153bhp
CO ₂ /tax:	183g/km/£265
Options:	Integrated Roof Pack (£420), stop-start (£240), tow bar (£360), Visibility Premium Pack (£1,068), Ice Pack (£828), LED load compartment lights (£96), dual running boards (£180)
Insurance*:	Group: 12 Quote: N/A
Mileage/mpg:	11,405/31.2mpg
Any problems?	None so far



Jonathan Burn
Jonathan_Burn@dennis.co.uk
@jonathan_burn

AE HAVING sold two million-plus examples since its 1965 debut, and endured life at the hands of builders, rock bands and even the police, the Ford Transit has proven itself as one of the most versatile vehicles on the market – so it's about time it was put through its paces on the Auto Express fleet.

And it's with pleasure that I'm able to welcome our latest arrival, a Custom. Flexibility is the Transit's forte, and to prove the point it's available in long and short wheelbases, as a minibus, or even a double-cab pick-up, offering something to suit every need. The 2.2-litre diesel comes with 99bhp, 123bhp or 153bhp, while fuel-sipping ECONetic tech is on offer to help minimise fuel bills.

Our Transit van is a long-wheelbase, double-cab model powered by the most potent version of the 2.2-litre TDCi – and

it'll set you back £31,314. Within days of its arrival at our central London offices, the keys were in hot demand. Luckily, I managed to grab them first – and it was to be a baptism of fire for the Ford, with a house move as its first gruelling task.

Thankfully, the long-wheelbase model has an extra 370mm between the axles compared to the standard Custom, although the double-cab layout does mean rear space is divided between the load bay and the second row of seats. Still, with 5.9 cubic metres on offer, the LWB model can still swallow far more

"Within days of the Transit's arrival at our offices, the keys were in hot demand"

stuff than even the biggest van-based MPV. And so it proved, as the Transit managed to comfortably take a dozen suitcases, countless boxes and an unnecessary number of TVs. Handy floor lashing points kept more fragile items in place, while the low lip meant loading bulky items such as armchairs and tables wasn't an issue; my flatmates' lack of muscle was a bigger stumbling block.

Once everything was loaded up we were off, and because the Transit comes packed with creature comforts usually associated with Ford's road cars, I soon forgot I was at the wheel of a huge van. Its six seats meant all my housemates could come along for the ride, too.

The cabin and dash wouldn't look out of place in a Focus or Fiesta, so to find such familiar design in a commercial vehicle is a bonus. And that's highlighted again when you look at some of the kit fitted to our model, including sat-nav, a



Ford T

FIRST REPORT New



FAMILIAR Sit in driver's seat, and Transit feels like a Focus, plus it's comfortable and car-like to drive

TESTERS' NOTES...

"Ford's car tech takes the edge off the Transit's commercial roots, but its infotainment could be easier to use"

JAMES DISDALE
ROAD TEST EDITOR



Transit Custom

Lowest member of fleet arrives just in time for house move



CO₂/tax
183g/km
£265 or 33%



Practicality
Load area/payload
5.9m³/1,106kg



Running costs
31.2mpg (on test)
£95 fill-up



reversing camera, Bluetooth phone connection and DAB radio, plus cruise control, alloys and auto lights and wipers.

It's also exceedingly comfortable behind the wheel. The Transit Custom was Ford's first van to be fitted with an adjustable steering column, and the eight-way seat ensures an ideal position for everyone. Being a van, it's not the most refined driving experience around town, though. The engine note is coarse, but a bulkhead between the cabin and load area keeps noise to a minimum.

It packs a punch, too, with plenty of low-down torque from a standstill, while the steering is light but responsive and the six-speed box is Focus-slick. The Transit Custom has to be one of the most car-like vans around, so it's little surprise that Ford has sold so many. Moving house has never been so much fun.

MY RATING ★★★★★☆



PRACTICALITY With 5.9-cubic metre load area, Transit swallows plenty of stuff; and hinges lock in place when back doors are open

GOOD & BAD POINTS...
 "Range Rover Sport is surprisingly entertaining to drive, but that does harm fuel economy."



Steve Fowler
 steve_fowler@dennis.co.uk
 @stevefowler

AE I LIKE hot things: hot weather, hot cars and hot food – which is why our Range Rover Sport finds itself outside my favourite Indian restaurant so often.

But it's the Range Rover's spiciness that also proved to be its downfall, when it failed to top an Auto Express group test for the first time in Issue 1,362.

What I love most about our car is the cause of what I like least – it just begs to be driven, shall we say, enthusiastically, which means the economy is hovering around the 30mpg mark – some way short of the claimed average of 37.7mpg. And that itself is well below the 42.8mpg average of the Porsche Cayenne the Range Rover Sport lost to.

But you do get what you pay for and, economy aside, this Range Rover is very easy to fall for. As well as being great fun to drive when you knock the gearlever to the left and use the paddles to jump up and down through the gears (with some lovely sporty graphics appearing on the TFT dash display), the Sport is easy and comfortable to live with over more mundane miles.

It rides superbly even on the big 22-inch wheels, while there's not as much road noise as you might expect from the big Continental tyres. The active cruise control that automatically slows the car and speeds it up also takes the pressure off on longer journeys.

I've been enjoying Land Rover's InControl infotainment upgrade, too, which offers apps like Sygic, a more attractive navigation system, Stitcher for podcasts and parking app Parkopedia.

InControl is much more user-friendly than the standard in-car system with its eighties graphics, but connecting it can be problematic and there's currently no radio app – you have to step out of InControl to tune in to DAB.

One other moan – when I stand filling the car, I always stare at the trim around the rear window where it meets another window, or doesn't in this case. Which then makes me

Range Rover Sport

SECOND REPORT SUV is a spicy drive, but tikka look at the mpg

Essentials

Range Rover Sport SDV6 Autobiography Dynamic

On fleet since:	December 2014
Price new:	£76,250
Engine:	3.0-litre V6, 302bhp
CO₂/tax:	185g/km/£225
Options:	22-inch alloy wheels (£3,228), Meridian Signature Reference audio system (£4,000), park assist (£900), rear entertainment package (£1,500), traffic sign recognition (£600)
Insurance*:	Grp: 45 Quote: £619
Mileage/mpg:	5,102/30.7mpg
Any problems?	None so far

*Insurance quote provided by AA (0800 107 0680) for a 42-year-old living in Banbury, Oxon, with three points.



Olis Clay



STYLING Our car comes equipped with the Stealth Pack, with its black trim ensuring the wing mirror housings stand out from white body

DRIVING In town, the Sport excels with a superb ride, despite huge 22-inch wheels. Hit the open road and it handles superbly for its size

“Economy is around the 30mpg mark – some way short of the claimed 37mpg”

look at the panel gaps and gaps around the door – neither of which are up to the standard of rivals.

But then rivals don't have the style – inside or out – of the Sport, especially with the Stealth Pack of our car, with its satin black trim and darker front lights.

Oh, and there's one other thing about my car being so hot – the heated seats are real bum burners! Of the three settings, I can just about stand the mildest – anything more and it gets quite uncomfortable. Still, with summer around the corner, I'll be able to make use of the one cool thing I like about the car – the air-conditioned seats.



CABIN

Seats are very comfortable, but heat settings have proven too much for our editor-in-chief. InControl set-up has a host of good features but connecting it can be difficult



TESTERS' NOTES...

“Our Range Rover's white-and-black colour scheme might be a bit full-on for some tastes, but there are plenty of other colour combinations to suit more conservative buyers.”

DEAN GIBSON

DEPUTY ROAD TEST EDITOR



Fleetwatch



Renault Twingo

WE'VE added Renault's funky new city car to our fleet, and news reporter Lawrence Allan has wasted no time in getting to grips with it.

The cleverly packaged Twingo has a great sense of fun and character that many rivals lack, but that doesn't mean it's perfect. The tight black cab-style turning circle and variable steering rack are a boon around town, but on the open road, the steering feels oddly inconsistent: it's either too light or artificially heavy. We'll let you know if we get used to it.

Lawrence was also staggered to see our Dynamique S model had an as-tested price tag of £15,000. However, the generous kit list, which includes options such as sat-nav, part-leather seats and an electric fabric roof, goes some way to justifying that.

Our fleet

Audi TT

Issue 1,359

BMW i3

Issues 1,338, 1,353, 1,362

Citroen C4 Cactus

New arrival

Fiat Panda Cross

Issue 1,359

Ford Transit

New arrival

Hyundai i10

Issues 1,332, 1,338, 1,348, 1,357

Kia Soul EV

Issues 1,350, 1,360

Lexus NX 300h

New arrival

MINI Cooper D 5dr

Issues 1,346, 1,352, 1,360

Peugeot 308 SW

Issues 1,342, 1,356

Range Rover Sport

Issue 1,356

Renault Twingo

New arrival

SEAT Leon SC Cupra

Issue 1,353

Skoda Superb Estate

Issues 1,347, 1,358, 1,362

Suzuki Swift

Issue 1,358

Vauxhall Corsa

Issues 1,354, 1,361

Volkswagen Golf GTI

Iss. 1,320, 1,332, 1,341, 1,352

Vauxhall Corsa

DEPUTY editor Graham Hope got his first taste of our Corsa last week, and was impressed with its great build quality, big-car kit and spirited turbo petrol engine.

The 1.0-litre unit made light work of a late-night sprint down a deserted M1, where it felt genuinely quick, and refined too.

But the biggest bonus was its vivid Lime Green paintjob. It's not to all tastes, but if you take the plunge, you're guaranteed to be easily able to locate your Corsa in a car park crammed full of monochrome hues, as Graham found out at a packed Luton Airport.



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THIS WEEK'S HOT KIT



NEED TO KNOW...
"Organisers say Destination Nürburgring track days are not suitable for novices unless accompanied by an instructor"

PRICE FROM £1,000

Lap 'Ring like the pros

NEW PRODUCT

Destination Nürburgring experience days

Price: From £1,000 (DN11 experience)

Contact: 0131 208 3266,

www.destination-nurburgring.com

AE GERMANY'S Nürburgring is a petrolhead's dream, yet getting the hallowed race circuit to yourself is almost impossible. But with three new dates for 2015, Destination Nürburgring is offering drivers with track experience just that.

These outings aren't open to novices, so if you haven't driven on a track before, they're not for you. This ensures that drivers who want to push themselves and their cars to the limit at the 'Ring can strive to get great lap times without having to contend with a lot of traffic. First on the calendar

is the DN11 experience, which takes place next week (1-2 April). For £1,000, entrants can access a 24.3km section of track used in VLN races – this includes the famous Nordschleife, plus pitlanes and paddocks used in previous Formula One races. The entry fee covers driver and car for both days, while passengers can be booked for extra.

Later in the year, on 22-23 July, is the DN12 event. This costs more, at £1,300 for the two days, because it's a more popular time of year, and uses the same section of track. The DN13 is the last experience of the year, on 30 September and 1 October, and is priced at £1,100.

Drivers wanting to participate in all three events can splash out on a Ringmeisters ticket for £2,899. Instructors are on hand for tips – even though these experiences are designed for track regulars – and cars are available for hire on site.



Henry Willis

Got a query?

Henry_Willis@dennis.co.uk

@WineryHills

Q

Fabric hood mould protector

MY Porsche Boxster has been outside for most of the winter and now the fabric hood is covered in light mould and algae. Is there something that can prevent this happening again?

James Keys, London

A

AUTOGLYM'S Cabriolet Fabric Hood Cleaning Kit won our test of hood maintenance products back in Issue 1,356. It includes a cleaner for getting rid of any built-up grime, as well as a proofing agent which we found helped prevent future dirt from collecting. At the time of going to press, we spotted it priced at £21.95. Log on to autoglym.com for more information.

Q

Best DAB radio adaptor kit

I'M reluctant to get rid of my current car stereo as I find it easy to use, and its style fits with the rest of the car. But I want to be able to listen to digital radio. Can you recommend an adaptor kit?

Hanna Cameron, E-mail

A

TAKE a look at Pure's Highway 300Di, which has won many Auto Express tests, and was most recently the Best Buy in our Issue 1,332 group test of DAB adaptors. It comprises a control unit, which sits behind the dash, plus a small dash-mounted display, and works with your existing sound system. It should be compatible with most car stereos, but we'd recommend a professional installation. The unit costs £199.99 alone, or £299.99 fitted. See www.pure.com for more.

Driving game's real promise

NEW PRODUCT

Project CARS driving game

Best price: £44.95 (pre-order)

Contact: www.projectcarsgame.com

EAGERLY anticipated next-generation driving game Project CARS isn't on sale until May, but we've been given a hands-on sneak preview.

It's packed with exciting cars ranging from the McLaren P1 to the brand's new Honda-engined Formula One car, plus race tracks from around the world. We tried an early beta version of the game – hence why we're holding off on a full review – but we liked what we saw.

The maker is hoping it will take over as the best driving game on Sony PS4 and Microsoft Xbox One, considering not many new titles have been released in this market recently. Developers and distributors of Project CARS had previously worked on Need for Speed and Ridge Racer



titles, so we wondered if this new game would have an arcade-like feel to the racing action. On first impressions, though, it played more like a real-life simulation as we battled through grids in our gaming chair – the maker suggested we use this for a realistic experience.

Gameplay was very sharp and there's a long list of fast cars to choose from. As well as PS4 and Xbox One, it's available on Windows at launch, with Steam and Wii U versions to follow.

TOP TIPS

Pump up roof bars



WHILE roof bars are a useful way to add carrying capacity to your car, they can be bulky to store when not in use. HandiWorld's HandiRack inflatable load carrier, from our Issue 1,318 test, can take up to 80kg when fixed to the roof of your car, but folds away easily when you're finished. It's available from £59.99. See www.handiworld.com for more.



NEED TO KNOW...
"You get five credits when you buy AutoLOG and use one for each car 'search'. Each additional credit costs £7.50"

PRICE £49.99

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FIRST TEST

AutoLOG

Best price: £49.99 **Rating:** ★★★★★
Contact: 0845 257 5588, www.auto-log.com

Henry Willis

BUYING a second-hand car can be a daunting process, with many drivers concerned by the prospect of hidden faults on a potential purchase.

But a new product could give them confidence when considering their next car. AutoLOG simply plugs into the on-board diagnostic (OBD) socket and links to a smartphone to check for errors in the electronic control unit (ECU) and rate how well a car is running generally.

We plugged one into the Dacia Duster we're running on our fleet, and assessed

just how much information it provided. The small hardware is equipped with Bluetooth, and 'talks' to smartphones via a specially designed app.

But the AutoLOG software can start work before the hardware has been plugged in, giving a rundown of basic information about the car. Simply enter the registration into the app, and it'll reveal expected running costs (including fuel economy figures), as well as the car's value. It'll also list specific vehicle information, such as whether it's ever been recorded as written off or scrapped.

The detail provided was thorough and impressive, and we liked the fact we were able to obtain this with only the registration, as it means it's possible to check a car before a viewing. Then,

once you get to a viewing, you can plug in AutoLOG and carry out a more thorough diagnostic test. Of course, you'd need the current owner's consent to do this, but if they don't agree, that should ring alarm bells about the car.

The test looked for outstanding faults, and we were impressed by how many things it checked. It even prompted us to run the engine while testing – this allowed us to see a live rev reading.

As we expected, our Duster came out with a clean bill of health, and AutoLOG was good to use. For now, it only works on Android phones, with iOS support to follow, and the app was let down by some bugs. Still, it's a worthwhile companion for anyone looking to buy a second-hand car.

news, deals & events



Michelin tyres for new Cayman GT4

PORSCHE'S new 380bhp Cayman GT4 will feature Michelin's Pilot Sport Cup 2 tyres as standard.

The French brand's road-legal track tyre has already been chosen by Porsche as original equipment for the 918 Spyder and 911 GT3, and the GT4 (above) – awarded five stars in our Issue 1,362 first drive – wears 245/35Z R20 tyres on the front and 295/30Z R20 on the rear. Michelin winter rubber will also be available for the new flagship car, which is on sale now.

Apple reveals its CarPlay ambition

APPLE has revealed it's aiming to have up to 40 new cars fitted with its CarPlay smartphone mirroring software as standard by the end of the year. It made the announcement at the same time as it unveiled its Watch, and the move comes as Apple steps up its bid to rival Google's Android Auto system.

CarPlay is also available for aftermarket set-ups – we liked Pioneer's slick SPH-DA120 when we reviewed it in Issue 1,345.

Air-cooled VWs line up for show

HUNDREDS of air-cooled VWs are expected at the annual VolksWorld Show this weekend (28-29 March).

The event, at Sandown Park, Esher, in Surrey, should include the usual assortment of stunning show cars, from lowered Beetles to cool campers and buses. Adult day tickets start at £12, while camping is available. Log on to www.volksworld.com for more.

Know an event coming soon?
Contact Henry.Willis@dennis.co.uk

Clever dash cam's parking patrol

NEW PRODUCT

Kenwood KCA-DR300 dash camera

RRP: £149.99 **Contact:** www.kenwood-electronics.co.uk

TECH giant Kenwood is the latest big name to enter the booming dash camera market. The KCA-DR300 is the company's first-ever crash recorder, and not only does it come packed with the usual features, it can also capture footage if your car is hit when it's parked.

The front-facing camera records video on a loop in full HD, at 1920 x 1080p resolution. Footage can be played back immediately on the camera's 2.4-inch screen – which will also help with set-up – or reviewed on a computer once the data has been transferred via USB or downloaded from the supplied microSD memory card. GPS is built into the dash camera, and an imminent update will allow users to place their recordings geographically using Google Maps.

The camera also has a G-sensor, and if you have a crash an emergency record function kicks in to stop the footage being overwritten. Plus, a proximity sensor sets the camera to record should other vehicles get too close while yours is parked.

PRICE £149.99



NEED TO KNOW...
"Dash cam records at 30 frames per second. It has a 55-degree vertical viewing angle and a 100-degree horizontal sight angle"

AWARD WINNING PRODUCTS

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The best clay bar on the market

Auto Express: "Our new champion offers superb performance and value for money. You can also use it without lube. It ripped through our tests, removing virtually all the overspray and left a super-smooth finish on the roof, despite the limited number of passes."

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5/5 Rating:
★★★★★



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e: email@chipexpress.com t: 01727 730 956

Mini test

GOOD VALUE PICK

JVC KD-R862BT

Best price: £99.99

Contact: 0345 310 8000, www.jvc.co.uk

OBVIOUS omission on the KD-R862BT is DAB. This makes it cheaper than the KD-DB95BT, which includes a digital radio receiver. There's a £50 difference once you've included the £19.99 aerial, but we'd pay that to get DAB.

This head unit is still a capable all-rounder. It comes with an external microphone and Bluetooth, so you can connect up to two mobile phones at once for hands-free conversations, and audio quality when making and receiving calls is good.

Front auxiliary and USB ports make listening to music from portable devices

a breeze, too. It played music back from an older Apple iPod and a new iPhone, and features a 3.5mm jack socket for other hardware. So if you can look beyond the lack of DAB, this is decent value for money.

Rating: ★★☆☆



NEED TO KNOW...

"You'll be able to play music from portable devices with the KD-R862BT, as well as make hands-free calls"

New, feature-packed stereos head-to-head

Henry Willis

CHANGING a car's stereo can be a cheap and easy way to add a host of features on the go, like MP3 player integration, DAB or the ability to make hands-free calls.

We hooked up two new JVC head units in a single-DIN size, so they'll fit in most cars with the correct adaptor kits. The KD-R862BT and slightly more expensive KD-DB95BT offer a

raft of features. Prices were taken from various sources as we went to press, and the former impressed as a more basic option that still represents great value at £99.99.

But the KD-DB95BT stole the show – it has the same features as the KD-R862BT, yet crucially adds digital radio. While it costs £50 more (including the £19.99 aerial), drivers shouldn't miss the chance to join the DAB revolution.

"These JVC head units in single-DIN size will fit most cars with the right adaptor"

OPTIMUM ALL-ROUNDER

JVC KD-DB95BT

Best price: £129.99

Contact: 0345 310 8000, www.jvc.co.uk

IT looks different to its JVC brother, and the KD-DB95BT stands out as it's fitted with DAB, but otherwise there's not much to set it apart, as it shares many of the KD-R862BT's functions, like hands-free calling and iPod control.

To get the full benefit of digital radio, we fitted the aerial (£19.99 extra), and drove around town to rate signal strength and sound quality. It didn't disappoint, with connection rarely breaking up. On faster roads, where the unit works harder to

keep up as it switches between local frequencies, audio quality was as good as on other aftermarket solutions. Clearly the better all-rounder here.

Rating: ★★★★★

NEED TO KNOW

"We prefer the KD-DB95BT as it can receive DAB, but you will have to pay £19.99 on top of the head unit's price for an aerial"



books, apps & games



Mercedes-Benz SL R230 Series

Brian Long (Veloce, www.veloce.co.uk)

RRP: £50 (hardback) Rating: ★★★★★

WITH a dedicated following among enthusiasts, Mercedes' R230 series SL is regarded by many owners as a usable modern classic. Author Long explores the car's history in this book, which looks at the range's highs and lows. It's an interesting read, although its appeal is unlikely to extend beyond fans of the brand.

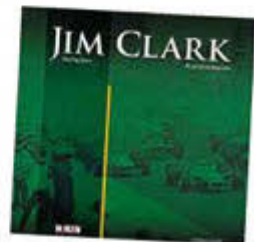


Jim Clark Racing Hero

Graham Gauld (McKlein Publishing, www.mcklein.de)

RRP: €99.90 (£71, hardback) Rating: ★★★★★

IT'S only fitting that such a great book should be published in honour of Jim Clark's incredible life and racing career. Packed with detail, Racing Hero is huge and will draw fans of any kind of motorsport. Old photographs give the large coffee table book that extra edge and have a quality feel. Clark's life is charted at length, too, in what is one of the best titles we've seen recently.



Trial Xtreme 4

Available for: iOS, Android

Price: Free Rating: ★★★★★

TAKE control of a high-revving motocross bike in this title, as you race over various obstacles in fun and frantic gameplay modes. The short, sharp challenges require skill, but will leave you wanting more. Initial game is free, but you have to pay to unlock extra content.



App of the week



Southern France for Car Enthusiasts

Available for: iOS, Android, Windows Phone

Price: £2.29 Rating: ★★★★★

ONE of five apps Veloce has produced from its car-related tour guide to France, which we gave four stars in Issue 1,360. The content is the same as in the book, so you won't need both, but some will prefer the digital format.



The image is divided into three vertical panels, each showcasing a different wiper blade product on a wet, rain-splattered background.

- Left Panel (Red background):** Features a Bosch Aerotwin wiper blade. Logos at the top include Valeo, BOSCH, and TRICO. An 'Auto Express BEST BUY 2014' badge is prominently displayed on the left.
- Middle Panel (Blue background):** Features a Wiper Blades.co.uk AeroWiper wiper blade. The top logo is WIPER BLADES.co.uk. An 'Auto Express RECOMMENDED 2014' badge is on the left.
- Right Panel (Green background):** Features a Valeo SILENCIO wiper blade. Logos at the top include SWF, CHAMPION, and Lucas. A 'valeorigin' badge is on the left.

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SAT-NAVS & APPS

We name the best portable navs and smartphone apps

PRODUCT GROUP TEST 25 | 3 | 2015

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

PORTABLE SAT-NAVS



TomTom GO 6000

Best price: £239 **Maps/updates:** Full EU/free
Contact: 0845 161 0009, www.tomtom.com

BEST BUY AFTER ranking second in Issue 1,312, the GO 6000 storms into first place this year due to a comprehensive software redesign. Our 2014 champ, the Garmin nüvi 3598LMT-D, is soon to be discontinued, but the much improved TomTom would give it a real run for its money. Lifetime traffic services are sharp and accurate, navigation is spot-on and it's easy to use. Hard to fault.

Rating: ★★★★★



Garmin nüvi 2599LMT-D

Best price: £149.99 **Maps/updates:** Full EU/free
Contact: 0808 238 0800, www.garmin.com

RECOMMENDED UNTIL imminent new models arrive, this is Garmin's top-level nav. It's a great all-rounder with sound traffic-beating abilities, plus it's cheaper than the TomTom Best Buy. This too has lifetime traffic, so you don't need to pay a subscription fee, and it was generally helpful, but it lacked the intelligence of the GO 6000, which seemed to find better ways around hold-ups.

Rating: ★★★★★



TomTom Start 50

Best price: £89.99 **Maps/updates:** Full EU/free
Contact: 0845 161 0009, www.tomtom.com

THE Start 50 finishes in the top three not because of its advanced features or traffic-beating ability; the opposite, in fact. We like the Start navs as they're simple, easy to use and great value; ideal first units for those without vast experience of using this tech. It'll still get you from A to B with clear and concise routing, albeit without jam updates. Lifetime maps are handy as well.

Rating: ★★★★★

SAT-NAV APPS

CoPilot Premium Europe HD

Tested price: £34.99 (iOS)
Available for: iOS, Android, Windows Phone

BEST BUY WE still can't fault CoPilot – it's our smartphone sat-nav app Best Buy for the third year running. You can download maps for use when you're offline, and while they take up a lot of space, this means you can use the app without fear of being stung for data usage – all you need is a GPS signal. Traffic features are £7.99 more, and they routed us around jams really well, while safety cam locations are free.

Rating: ★★★★★



TomTom GO

Tested price: Free (subscription required)
Available for: Android (iOS to come)

RECOMMENDED TOMTOM has overhauled its smartphone app, giving it an interface to almost mirror those of its portable units, like the GO 6000 and Smart 50 in the other half of this comparison. We were given a sneak preview of the new app, which is out on Android devices today (with an iOS version to follow). Prices now work on a subscription basis, starting at £16.99 a year, and it's easy to use. A welcome change.

Rating: ★★★★★



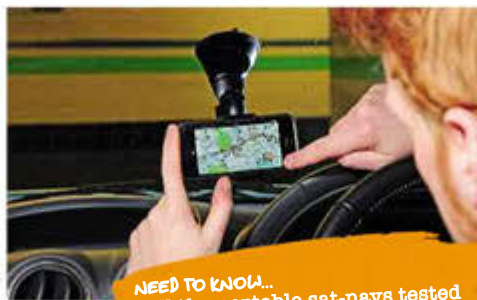
Waze

Tested price: Free
Available for: iOS, Android, Windows Phone

AS in previous tests, Waze impressed us with its ability to take on the paid-for apps despite being free to download and use. Using a community-based system of getting traffic prompts and alerts from other Waze users around you, the app remains concise when route planning and did well in steering us out of jams. The only downside is that you can't download maps before you leave, so unless you have a generous data plan on your phone contract, it could be costly to run.

Rating: ★★★★★





NEED TO KNOW...
"All the portable sat-navs tested come with free updates, so it should be easy to ensure you have the latest mapping"

How we tested them

ACCURACY was key to our test: whether guiding us on intricate urban roads or motorways, a nav had to give clear, concise routing, plus traffic-busting features impressed. Ease of use was a factor, while extras like speed trap warnings scored points. Apps that ran smoothly on a range of mobile platforms stood out. Price was the final consideration, taken from a range of sources as we went to press.



Verdict

IT'S a first Best Buy in four years for TomTom, as its GO 6000 is our top portable sat-nav, ahead of Garmin's 2599LMT-D. CoPilot scoops its third straight app win, from the all-new TomTom GO.

Portable sat-navs

1. TomTom GO 6000
2. Garmin nüvi 2599LMT-D

Sat-nav apps

1. CoPilot Premium
2. TomTom GO



Snooper Pro SC5700 DVR

Best price: £249.99 **Maps/updates:** UK and Ireland/free
Contact: 01928 579579, www.snooper.co.uk

SNOOPER claims the SC5700 is the first device to offer sat-nav, safety camera detection and a DVR dash cam-style recorder in one. And each feature worked well on its own. Operation was muddled, as you try to control everything at once, but it was good overall. Could be an ideal starter for anyone without a nav, dash cam or safety cam locator, and if it was cheaper, it'd get a higher score.

Rating: ★★



Garmin nüvi 55LM

Best price: £79.99 **Maps/updates:** UK and Ireland/free
Contact: 0808 238 0800, www.garmin.com

MORE of a rival to TomTom's Start 50 than any others, this basic Garmin unit has a smooth, slick operation, but it's a no-frills approach. Safety camera warnings are a welcome feature, although it doesn't improve on the TomTom – while they do the same things, the Start does them better. We tested a UK maps model, for £10 less than the EU-loaded TomTom, but we prefer the latter.

Rating: ★★



Binatone U605

Best price: £79.99 **Maps/updates:** UK and Ireland/free
Contact: 08445 579677, www.binatoneglobal.com

THE simple approach taken by Binatone means the U605 is a rather basic sat-nav, although it's still a decent A-to-B navigational tool. Maps – which come with lifetime updates – are displayed on the unit's big six-inch screen. Routing is generally good, but we found the entry-level five-inch systems from TomTom and Garmin had the edge here.

Rating: ★★

Navigon British Isles

Tested price: £59.99 (iOS)
Available for: iOS, Android, Windows Phone

GARMIN has done away with its own smartphone app, but the company also owns the Navigon brand, which produces this British Isles software. We tried it on an iOS device and liked the way it could compete with other apps and even portable sat-navs with its extensive list of features, such as lane guidance and speed limits. But there's no getting away from that price tag – it's £59.99 on iOS – and you'll still have to shell out for extras like traffic and 3D view on top.

Rating: ★★



Google Maps

Tested price: Free
Available for: iOS, Android, Windows Phone

POPULAR among smartphone users as a tool for reference, Google Maps can also be used on the road as a sat-nav. Tapping into Google's extensive search engine database, it makes locations a breeze to find, whether they're private addresses with a postcode or loose search terms for parking or petrol stations, for example. Google Maps uses data as you go along, though, so be careful not to rack up a huge bill on account of its lack of downloadable maps.

Rating: ★★



Navmii

Tested price: Free
Available for: iOS, Android, Windows Phone

MUCH like Waze, the Navmii app relies on a community of users to keep drivers up to date with traffic information – either through reporting incidents on the go or simple usage statistics. We like the fact it's free to download and use, while jam reporting was generally accurate. It shares the same pitfalls as Waze and Google Maps in having no maps to download, so users can easily amass large data bills, while you have to pay to remove ads and for safety camera locations.

Rating: ★★



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Peugeot 208

YOU TELL US... Supermini's solid and fun, but box is flawed

**49th
PLACE**

2014 Results 208 Factfile

Years: 2012 to present **CO₂:** 104g/km

Fuel economy: 62mpg (1.2 VTi Active 5dr)

Best options: Heated door mirrors, sat-nav, DAB, dual-zone air-con, panoramic glass roof

Prices: From £5,795

OVERALL SCORE

88.14%

Bars show where model finished out of 150 cars in our 2014 survey. The lower the rating the better

	150	125	100	75	50	25	1
RELIABILITY							70
BUILD QUALITY							83
RUNNING COSTS							25
PERFORMANCE							87
ROAD HANDLING							38
RIDE QUALITY							53
EASE OF DRIVING							126
SEAT COMFORT							59
PRACTICALITY							81
IN-CAR TECH							89

GOOD

"REALLY happy with the 208's styling, handling and performance."

"More solidly built than previous Peugeots."

"Fun to drive and I'm impressed with the overall build quality."

"Responsive and agile. The small steering wheel helps with that."

"Look and feel of interior above and beyond what you would expect from a car in this class."

"Bought on Just Add Fuel scheme, which is brilliant for budgeting."

NOT SO GOOD

"POOR gearchanges and flat spots in the engine spoil driving around town."

"The touchscreen system is 'buggy'."

"I've had a gearbox fault where it always judders with the EGC system."

"Suspension thumps and jars the whole car when hitting potholes or bumps in the road."

"My 208 has been back into the garage more than five times in less than a year."

"Disappointed with the phone/stereo system."



How do you rate your car?
Tell us what you think

www.autoexpress.co.uk/driverpower



**Joe
Finnerty**

Got any car queries?

Joe_Finnerty@dennis.co.uk

@AE_Consumer

Q Smart reversing glitch

I HAVE a Smart ForTwo which quite regularly won't select reverse gear. Is this a known problem and, if so, could it be a big job to fix? Or is it just a matter of adjustment?

Neil Davies, E-mail

A IT'S a common complaint of Smart owners and can be linked to several issues. The first and quickest to check is a faulty brake light switch. Test it and, if it's broken, get it fixed. If not, a software update may cure your transmission. A last resort is a new clutch.

Q Why can't I get insurance?

MY brother bought a Suzuki Celerio with seven days' free insurance. After that, I tried and failed to get cover from anyone for him. He's 72, has never claimed or had any driving convictions. Why is this and what can I do?

Robert Griffiths, E-mail

A AS the Celerio is a brand new car in the UK market, it's likely it didn't have an insurance group rating when you were trying to take out cover. If you're still struggling even now, contact the Government-approved Find a Broker service on 0870 950 1790.

Q No warranty seatbelt fix

MY 2011 Fiat 500 has an intermittent issue with the seatbelt, where it locks and jams and can't be pulled out of the mechanism. I told the dealer when the car was still under warranty, but staff there just dismissed it. What can I do?

Aaron Scourse, E-mail

A IF you first reported the issue under warranty and it's logged in the system, but hasn't been resolved, we'd expect the car to still be covered under your initial guarantee, even after this has expired. If your dealer isn't proving helpful, contact Fiat direct.

WORRIED ABOUT EXPENSIVE CAR REPAIR BILLS?



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For full details, flick to our ad in your copy of Auto Express - Just look for Quentin!



BUYER'S GUIDE: Suzuki Swift



Richard Dredge

WHEN it first arrived in the mid-eighties, the Suzuki Swift didn't make much of an impact. But by 2005, when the brand unveiled the fifth-generation version, it had really nailed it.

When we tested one of the first cars, we said: "The new Swift has wide appeal. Buyers in this class will be attracted to the car's easy-to-drive characteristics, roomy accommodation for four and excellent value for money."

"High spec levels and decent build are strong points, too. Suzuki's latest offering is a far cry from the lacklustre car it replaces." Now, used buyers can get the benefit, as the Swift is available at bargain prices.

History

THE fifth-generation Swift hatchback debuted a decade ago, with 1.3 or 1.5-litre petrol engines, both featuring manual gearboxes, and a choice of three or five doors. There was an automatic transmission option, but only with the 1.5.

From January 2006, Suzuki offered a turbodiesel, badged 1.3 DDiS and using a Fiat-sourced engine. This was only available in five-door Swifts.

A new flagship 125bhp 1.6-litre Swift Sport joined the range in September that year, and this came solely in three-door form. In January 2010, the

GL and GLX trims offered from launch were replaced by SZ2, SZ3 and SZ4. However, just eight months later, an all-new Mk6 Swift reached showrooms.

Which one?

THE 1.3-litre engine is sweet, yet struggles on the motorway; for long-distance drives, you're better off with a 1.5-litre car. The diesel is muscular, efficient and surprisingly refined, but rare, while the Sport is a riot to drive and highly recommended.

Suzuki offered the Swift 1.3 in GL trim only, and it featured remote central locking, electric front windows, electrically adjustable, heated door mirrors, a six-speaker CD/tuner, Isofix plus side and curtain airbags.

The 1.5 was available solely in GLX spec, and added alloy wheels, air-con and keyless entry. The diesel got GLX levels of equipment, but with traction control added to the mix.

Alternatives

IF reliability is key, the Toyota Yaris is for you, although prices are relatively high and kit looks miserly compared with the Swift.

The SEAT Ibiza is good to drive, well equipped and stylish, while second-hand values are low, build quality is good and there are some excellent engines on offer.

If value is important, you should give the Fiat Punto or

Renault Clio some serious consideration; not only are they cheap to buy, they're well equipped and good to drive, although reliability generally isn't up to Suzuki levels.

Don't overlook the very desirable Ford Fiesta, either; it's in plentiful supply, great fun on the road and practical, while it looks smart, too.

Verdict

SUZUKI didn't exactly get carried away with the engine and trim options, but that doesn't stop the Swift from being an enticing used car thanks to the value, style and performance on offer. There are plenty of cherished, low-mileage examples out there as the car is a popular private buy.

We ran a Swift Sport for 12 months and loved most aspects of ownership, like the zesty handling, decent economy and surprisingly roomy boot. Refinement could be an issue on motorways and the car wasn't 100 per cent reliable, but there was no denying the fun, at bargain prices.



www.autoexpress.co.uk/driverpower

OUR VIEW

CONSIDERING the Swift's age, 149th out of 150 in our Driver Power 2014 satisfaction survey was no surprise. Last place in the in-car tech category didn't help, but it performed better on reliability and running costs.

YOUR VIEW

MARIA Wood from Coventry owns a Swift 1.5. "In four years the car has never let me down; it's fun to drive and it's very cheap to run," she told us. "The biggest drawback is the small boot, but I use the back seat."



Interior

THERE are some cheap plastics inside the Swift, but they don't dominate and it's better finished than you may expect. The seats wear well and it's easy to get comfortable up front, but rear legroom is tight, as is boot space, at 213 litres, or 562 litres with the rear seats folded.

Contacts

Official
www.suzuki.co.uk

Forums
www.swiftowners.co.uk
www.suzuki4u.co.uk
www.suzuki-forums.com



FROM £2,000 Ultra-reliable supermini is a different choice in its class, and looks top value second-hand



NEED TO KNOW

Go up and down through the gearbox several times on a test drive, as a notchy gearchange is common.

Thanks to: Reader Becca Guest of Sheffield, S Yorks, for loan of the Swift in our pictures.

NEED TO KNOW

The Sport's suspension is firm; if you're considering one, take it for an extended test drive to ensure you can live with it.



Dampers

DAMPERS can be weak, so sharply push the car down at each corner and see if it quickly settles. If it doesn't, the shock absorbers need replacing, in pairs.



Tyre wear

WATCH for uneven tyre wear, as the wheel alignment is usually thrown out if the car has been jacked up by its suspension at the rear.



Cabin rattles

ALL sorts of squeaks, creaks and rattles can emanate from inside the Swift. Many come from behind the dash, so they need major surgery to resolve.



Gearbox

LISTEN out for a noisy gearbox on high-mileage examples, as the bearings can fail. Once this happens, an expensive rebuild is the only solution.



John Colley

How much?

	60 2010	58 2009	07 2007	06 2006	05 2005
Model					
1.3 GL 3dr	£4,475	£3,725	£3,095	£2,795	£2,475
1.3 GL 5dr	£4,725	£3,950	£3,295	£2,950	£2,650
1.5 GLX 3dr	£4,825	£3,995	£3,325	£2,975	N/A
1.5 GLX 5dr	£4,995	£4,150	£3,425	£3,095	£2,725
1.5 GLX auto 5dr	£5,150	£4,250	£3,495	£3,150	£2,795
1.6 Sport 3dr	£5,550	£4,575	£3,750	N/A	N/A
1.2/1.3 DDiS 5dr	£5,395	£4,395	£3,595	£3,175	N/A

JUST £2,000 buys you an early Swift, but it'll either be an entry-level 1.3 GL, or it'll have more than 100,000 miles. Limit yourself to 70,000 miles and you'll have to spend at least £2,500, but most 1.5-litre cars cost from £3,000. Swift Sports start at around £3,700 as they arrived two years after the smaller-engined models.

Diesels usually start at £3,000. Just one Swift in 20 is fitted with an automatic gearbox; if you want one, you'll pay at least £3,500 for it. The most recent low-mileage examples of the Mk5 change hands for just over £6,000.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.3	16-18	45-46mpg	143-152g/km	£145-£180
1.5	20	43mpg	159g/km	£180
1.5 auto	18-20	40mpg	170g/km	£205
1.6	23	39mpg	175g/km	£205
1.3 DDiS	10-14	61mpg	119g/km	£30

ALL Swifts need maintenance every 9,000 miles or 12 months, with a minor service followed by a major one, then an intermediate check. These officially cost £132, £264 and £184 respectively, but Suzuki offers fixed-price maintenance (minor service £129; major service £259) for models over three years old, as all Mk5 Swifts now are. All engines are chain-driven, so replacement cambelts aren't needed, but fresh brake fluid is required every 18,000 miles or two years, at £45.

The coolant should also be replaced every three years or 27,000 miles (at £70), while the air-con needs to be checked every other service – expect to pay around £49 to have the system regassed when this is necessary.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£47.30	£35.23
Brake discs (pair)	£91.87	£62.28
Door mirror glass (electric)	£36.85	£12.33*
Front wiper set	£27.88	£8.64

Prices for a 2009 Swift 1.5. Dealer figures from Auto Sales of Bilston, W Mids (autosalesgroup.co.uk). Independent prices from Euro Car Parts (eurocarparts.com). *From wingmirrorshop.co.uk

Recalls

THE Swift has been recalled five times so far. The first was issued in January 2007 and affected cars built up to September 2005. Examples built up to May 2007 were called back in 2007, and then again in 2009 due to issues with the handbrake and seatbelts failing and the boot light catching fire. In 2008, Swifts produced prior to May that year were recalled because the passenger's airbag could deploy for no reason.

Car hunter

£2,000 to spend on a cheap, fast thriller

Dear Lawrence, I'm looking for a fun and fairly fast car for weekends and the odd track day. Four seats are required. What would you recommend for around £2,000?

Eddie Merson, Northampton

Contact: Lawrence_Allan@dennis.co.uk



THE FAST CHOICE

Subaru Impreza

FOR: Rapid turbo punch, 4WD grip

AGAINST: Used condition, running costs

THE Subaru Impreza built its reputation as a rallying superstar in the nineties, and the Turbo 2000 model makes an equally storming road car. Its 2.0-litre engine provides serious pace, as long as you can live with the turbo lag. The boxer unit also generates a great soundtrack that's more exciting than its rivals'.

It's famously tuneable, which gave the Impreza a name as a hooligan's car, and that sadly means you'll struggle to find one that hasn't been modified.

Still, rally heritage makes it a great choice for all-weather performance, with four-wheel drive giving huge grip and security. It's nowhere near as much fun to drive as the Renault Clio, though. The saloon body presents plenty of space and a useful boot, but the cabin really shows its age. Fuel economy is poor, too.

Be wary of models without a full service history, as repairs can be costly. We spotted a 96,000-mile S-reg car with a fully stamped record for £2,250.

THE DRIVER'S CHOICE

Renault Clio 182

FOR: Fun to drive, great value for money

AGAINST: Cramped cabin, electrical issues

WHEN the Renaultsport Clio hit the hot hatch scene in 1998, it blew away the competition. An affordable, well equipped supermini offering performance and driving fun to match cars twice the price, it really is great on the road with nimble and involving handling, well weighted controls and a genuine sense of fun.

The original 172 was replaced in 2001 by this 182 model, which combined a low kerbweight with a 180bhp 2.0-litre engine to give a 0-60mph sprint time of 6.6 seconds. It's great for cheap track-day fun without costly consumables. Despite this pedigree, it's practical for everyday use. There's a generous kit list – more than you'd expect from an older supermini. Headroom is tight, though, and cabin trim is flimsy.

It bucks the French trend for unreliability, with durable mechanicals, but beware trademark Renault electrical gremlins. Our classifieds search unearthed a 72,000-mile 182 on a 2004 plate for £1,890.

THE VALUE CHOICE

MG ZS 180

FOR: V6 engine note, bargain price

AGAINST: Dated inside, parts supply

RELIABILITY scares and MG's turbulent history may put many people off, but that's unfair to the ZS 180, which is a decent sports saloon for not much cash.

Its 2.5-litre V6 is a smooth engine with decent performance and a great soundtrack – even though it's blown away by the Impreza here for outright speed. And you don't need a track day to exploit its straight-line pace, as it's more usable day-to-day.

It's also more practical than the Clio, but the interior, like the Subaru's, is dated and cheap in places. This is soon forgiven when you drive the ZS hard, as the steering is sharp and the car is surprisingly good fun – it's a bit of an unsung hero for handling.

The car is more reliable than you'd expect, too, although if you do need any repairs, you'll have to depend on specialist companies for parts. Still, the MG offers the best value of the three cars here, as we found an 80,000-mile 2003 ZS 180 for just £1,400.

Smoking ban adds value

WHEN the in-car smoking ban comes into force in October, owners won't just benefit from better health. British Car Auctions (BCA) claims they could also see improved resale values by smoking less behind the wheel.

Presentation is key in determining a used car's price, according to BCA's Tim Naylor, who said: "Whether the person you're selling to is a smoker or not, they're less likely to pay top value for a car that smells like an ashtray."

Smoking will be banned in cars when children are present under the new laws. Research shows smoke can stay in the air for up to two-and-a-half hours after a cigarette has been put out, even with the windows open.



"Motorists could see better resale values by smoking less in cars"

Kia Cee'd

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The offer means the Ford Focus rival can be yours from £139 a month with the 98bhp 1.4-litre petrol engine in SR7 spec. Kia will also contribute £1,500 to the deposit, meaning you pay just £3,811 up front for the three-year plan. SR7 models get air-con, Bluetooth and electric mirrors as standard. Visit www.kia.co.uk for info – or go to www.carbuyer.co.uk for more great deals.

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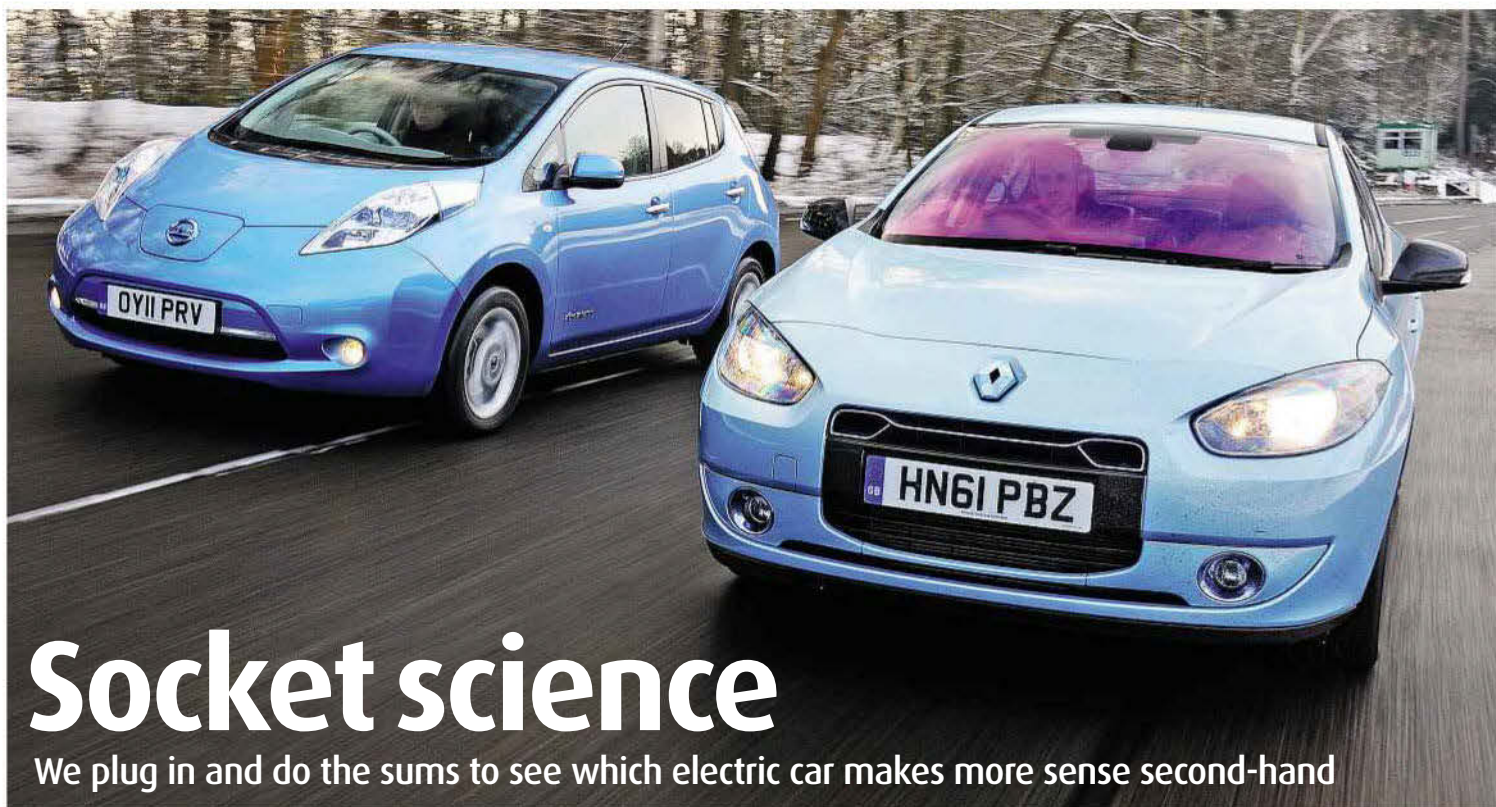


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Socket science

We plug in and do the sums to see which electric car makes more sense second-hand

Nissan is nippy, but suffers from rather harsh ride



Nissan Leaf

Charge time: 5hrs (min)
Official range: 109 miles



Nissan Leaf Visia

Years: 2010 to date **Power:** 107bhp/280Nm
Insurance group: 21 **Range/CO₂:** 109 miles/0g/km
Why? Leaf blends a traditional driving experience with zero emissions at an affordable price.

Prices from: **£8,950**

NISSAN successfully pioneered the mass-market electric car with the Leaf in 2010. Its exterior styling is surprisingly conventional, although the interior is more radical, with hi-tech readouts and advanced graphics. It's easy to use and well built, and while it trails the Renault on rear space, the boot is larger.

Driving the Leaf is easy; there are no real 'gears' and it pulls away with an instant boost of torque. Yet as with most EVs, it's not at home at high speeds. Body roll is an issue and the ride could be smoother.

The Leaf's main issue is range: Nissan claims it needs a five-hour charge every 109 miles, although we only got 60 miles out of it on test, and it's much less in cold weather. At least fast charging is available, unlike its rival here. Used buyers won't have to pay battery leasing fees, either, while the car's proven reliable so far.



Leaf features an attractive and well built interior, as well as the option of fast-charging

1 Nissan Leaf

★★★★☆

THERE'S a reason why the Leaf is the most popular EV on the road, as it's a solid all-rounder. It's not the best to drive, but it's affordable, practical and good in town. As with all EVs, the biggest obstacle is charging.



Renault's saloon styling isn't the most appealing



Renault Fluence

Charge time: 6hrs (min)
Official range: 115 miles

Renault Fluence Dynamique

Years: 2012 to 2013 **Power:** 94bhp/226Nm
Insurance group: 19 **Range/CO₂:** 115 miles/0g/km
Why? Fluence represents a spacious alternative to other EVs and has a reasonable value price tag.

Prices from: **£6,250**



Fluence makes do with a rather drab design inside, and regular mains charging is only option

2 Renault Fluence

★★★☆☆

THE Fluence isn't a bad car, but it's let down by lacklustre styling, plus insufficient power and range. There are reported reliability issues to worry about, and buyers don't have a fast-charging option, either.

RENAULT'S rival to the Leaf didn't have the same success, and it was axed after only a year on sale. It's based on a European-only saloon and isn't especially stylish. The cabin also seems rather drab and dated next to the Leaf's, but it's nicely built and there's plenty of legroom. The boot, however, is compromised by the battery pack.

On the road, the Fluence is as easy to drive as the Leaf. It's comfortable and the powertrain is refined, but it's slower than its rival, with more weight and less torque. Again, while Renault's official range is 115 miles, we haven't got close to this – on a test we managed only 60 miles.

There's also no fast-charging option on the Fluence, although as you lease the batteries, you get new ones if they start to lose charge. Issues with the brake vacuum pump mean buyers should tread carefully.

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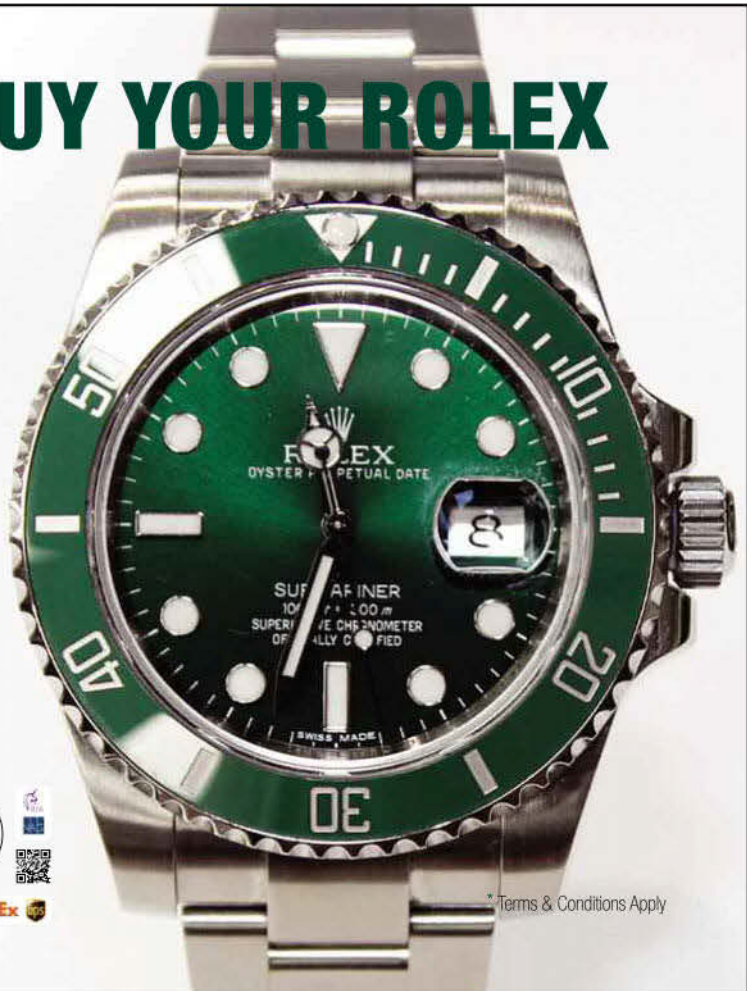


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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-In Car Grant.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (E130/E130)
BAND F: 141-150g/km CO₂ (E145/E145)

BAND G: 151-165g/km CO₂ (E180/E180)
BAND H: 166-175g/km CO₂ (E290/E205)
BAND I: 176-185g/km CO₂ (E345/E225)
BAND J: 186-200g/km CO₂ (E485/E265)
BAND K: 201-225g/km CO₂ (E635/E285)
BAND L: 226-255g/km CO₂ (E860/E485)
BAND M: Over 255g/km CO₂ (E1900/E500)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcarsuk.com / Brochure: 0800 2227 840 / Dealers: 25
Warranty: 3 years/60,000 miles

500 - 365x1627mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.4 T-Jet 500	G	43.5	7.9	155	27	£14560
1.4 T-Jet 595 Turismo	G	43.5	7.4	155	28	£17990
1.4 T-Jet 595 Competizione	G	43.5	7.4	155	28	£18990
1.4 T-Jet 695 Biposto	G	43.5	5.9	155	38	£32990

500C/595C: add £1800, auto: add £1265

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 0800 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

MIto - 4063x1720mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.3 JTDm-2 (85) Progression	A	79.0	12.9	95	11	£14315
1.3 JTDm-2 (85) Sprint	A	79.0	12.9	95	11	£15415
1.3 JTDm-2 (85) Distinctive	A	79.0	12.9	95	11	£16655
875C TwinAir Progression	A	67.3	11.4	99	13	£13770
875C TwinAir Distinctive	A	67.3	11.4	99	9	£16070
875C TwinAir Sprint	A	67.3	11.4	99	9	£14870
1.4 TB MultiAir (135) Distinctive	D	50.0	8.4	129	19	£17620
1.4 TB MultiAir (170) Q'foglio Verde	D	52.3	7.3	124	26	£20210

QV Line: add £750 to Distinctive (not 1.3 JTDm-2), Junior: same price as Sprint

Giulietta - 4351x1798mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 76

1.4 TB (120) Progression	F	44.1	9.4	149	16	£18240
1.4 TB (120) Distinctive	F	44.1	9.4	149	16	£19490
1.4 TB MultiAir Distinctive	F	44.7	7.8	134	23	£20990
1.6 JTDm-2 Progression	C	76.4	11.3	114	16	£19170
1.6 JTDm-2 Distinctive	C	76.4	11.3	114	16	£20420
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	24	£21720
2.0 JTDm-2 (150) Exclusive	B	67.3	8.8	110	25	£23470
1.75T TCT Quadrifoglio Verde	G	40.4	6.0	162	25	£28120

Exclusive: add £2400 to Distinctive, Sportiva Nav: add £1100 to Exclusive, auto: add £1340 to 1.4 MultiAir

4C - 3989x2090mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.4	4.5	157	N/A	£45000
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ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 4628x1811mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54950
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£56950

D5 - 4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 4905x4913x1860mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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B7 - 5092x1902mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B7 Bi-Turbo 4dr	L	28.5	4.6	230	N/A	£98800
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XD3 - 4651x1901mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	£56450
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D4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 4640x1825mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58950
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62950

B6 - 4894x1894mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	N/A	£30596
2.0 VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	N/A	£35812
2.0 VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	N/A	£46480

Nomad - 3215x1850mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.4 VTEC Nomad	N/A	3.4	N/A	N/A	N/A	£33000
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ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22
Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150289
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Vantage - 4380x4385x1865mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87334
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92334
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97334
6.0 V12 Vantage S	M	17.3	3.7	388	50	£139145

Auto: add £5000, Vantage Roadster: add £9000

DB9 - 4720x1875mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.8	4.6	333	50	£135527
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DB9 Volante: add £10000

Vanquish - 4721x1905mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	19.6	4.1	335	50	£194140
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Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
Warranty: 3 years/60,000 miles

A1 - 3954x1740mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 63

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	N/A	£14315
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	N/A	£16290
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	£15390
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16690
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	£17365
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18685
1.4 TFSI (125) S line 3dr	C	58.9	7.8	112	25	£19480
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	£19360
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25380

Auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 4237x1777mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 16

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18575
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£19875
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£20725
1.8 TFSI (180) Sport 3dr	E	48.7	7.1	135	23	£23905
1.6 TDI (110) SE 3dr	A	74.3	10.7	99	16	£20825
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22175
1.6 TDI (110) Sport 3dr	A	74.3	10.7	99	15	£22225
2.0 TDI (150) Sport 3dr	B	68.9	8.6	106	21	£23575
2.0 TDI (184) Sport 3dr	B	68.9	7.3	108	27	£24845
2.0 TFSI (200) quattro S3 3dr	G	40.4	5.2	162	36	£30940
2.5 TFSI (367) quattro RS3 Sp/back J	J	34.8	4.3	189	N/A	£39950
1.4 TFSI (204) etron Sportback Sdr A	A	176.6	7.6	37	29	£29950

Auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £1350 to 1.8 TFSI, add £2910 to 2.0 TDI (184), quattro: add £1605 to 1.8 TFSI S tronic, £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360, SE Technik: add £750 to SE diesels, Sport: add £1225 to SE, S line: add £2150 to Sport

A4 - 4701x4716x1826mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 80

1.8 TFSI (120) SE Technik	G	43.5	10.5	151	19	£25685
1.8 TFSI (170) SE Technik	E	49.6	8.1	134	24	£27300
2.0 TDI (177) quattro SE Technik	E	58.9	8.2	134	26	£31180
2.0 TDIe (136) SE	C	54.2	9.6	112	22	£27600
2.0 TDI ultra (163) SE Technik	B	64.2	8.6	109	22	£29620
2.0 TFSI (225) quat S tronic SE Tech	G	40.4	6.9	155	31	£32945
3.0 TDI quattro S tronic S line	F	49.6	6.1	149	33	£38215
3.0 V6 TFSI quattro S tronic S4	J	35.0	5.0	178	36	£39610
4.2 V8 TFSI quattro S tronic S4 Avant	L	26.4	4.7	249	41	£56545

Auto: add £1480 to 1.8 TFSI (170), 2.0 TDI (177), £1555 to 2.0 TDIe, A4 Avant: add £1200-£1315, S line: add £2555 to SE, Black Edition Plus: add £1250 to S line, S4 Black: add £1075 to S4

A5 Sportback - 4712x4718x1854mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.8 TFSI Sdr	E	48.7	8.2	136	27	£26780
1.8 TFSI SE Sdr	E	48.7	8.2	136	27	£28550
2.0 TFSI quattro SE Sdr	E	41.5	7.1	159	29	£32620
2.0 TDI ultra (136) Sdr	B	67.3	9.5	109	24	£28545
2.0 TDI (177) Sdr	C	60.1	8.5	120	28	£29050
2.0 TDI (150) multitronic Sdr	D	58.9	9.4	127	24	£30100
2.0 TDI ultra (136) SE Sdr	C	67.3	9.5	109	24	£30315
2.0 TDI (177) SE Sdr	C	61.4	8.5	120	28	£30820
2.0 TDI (150) multitronic SE Sdr	D	58.9	9.4	127	24	£31870
3.0 TDI (204) multitronic S line Sdr D	D	57.6	7.1	129	30	£37410
3.0 TDI (245) quat S tronic S line Sdr	G	48.7	6.2	152	34	£40395
3.0 V6 TFSI quattro S5	J	35.0	5.1	190	40	£42865

Auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI, quattro: add £1645 to 2.0 TDI (177) SE, S line and Black, SE Technik: add £1350 to SE, S line: add £2300 to SE, Black: add £1250 to S line

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For this, you get Satellite Navigation, cruise control, a rear parking system and 16" alloy wheels. And the keys to an Audi.

Business users only with Contract Hire.*

Official fuel consumption figures for the Audi A3 Sportback SE Technik 1.6 TDI 110PS 6-speed manual in mpg (l/100km): Urban 62.8 (4.5), Extra Urban 83.1 (3.4), Combined 74.3 (3.8). CO₂ emissions: 99g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. *At the end of the Contract Hire agreement the vehicle will be returned to Audi Finance. *Plus VAT and initial rental. Business users only. Based on Audi A3 Sportback SE Technik 1.6 TDI 110PS 6-speed manual. Based on 3 years, 10,000 mile per annum Contract Hire agreement with an initial rental of £1,470.00. 6.0p (plus VAT) excess mileage charges apply. Offer available for orders before 31 March 2015 and delivered by 30 June 2015 from participating Centres. Offer may be varied or withdrawn at any time. Further charges may be payable when vehicle is returned, subject to the contract fair wear and tear guidelines and mileage. VAT payable at a rate of 20%. Finance subject to status. Available to 18s and over. Subject to availability. Prices quoted and examples shown are correct at time of publication [March 2015] and do not take into account any variation to government taxes or charges arising after the date of publication. Terms and conditions apply. Freeport Audi Finance.

www.bentleymotors.co.uk / Brochure: 0800 100 5200 / Dealers: 23
Warranty: 3 years/unlimited miles

Flying Spur - 5299x1924mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.0 V8 auto Flying Spur	L	25.9	4.9	254	50	£136915
6.0 W12 auto Flying Spur	M	19.0	4.3	343	50	£147145

Mulsanne - 5575x1926mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.75 V8 auto Mulsanne	M	16.8	5.1	393	50	£230505
6.75 V8 auto Mulsanne Speed	M	19.3	4.8	342	50	£253345

Continental - 4804-5290x1916-1945mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.0 W12 auto GT	M	19.5	4.3	338	50	£140845
6.0 W12 auto GT Speed	M	19.5	4.0	338	50	£157845
4.0 V8 auto GT	L	26.7	4.6	246	50	£130915
4.0 V8 auto GT S	L	26.7	4.3	246	50	£139915
4.0 V8 auto GT3-R	M	22.3	3.6	295	50	£238645
Continental GTC: add £13000 to V8, £20,225 to V8 S, £15300 to Speed, £13800 to W12						

BMW

www.bmw.co.uk / Brochure: 0800 325 600 / Dealers: 153
Warranty: 3 years/unlimited miles

13 - 3999x1775mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

eDrive auto i3	A	N/A	7.2	0	21	£30680
eDrive auto i3 Range Extender	A	470.8	7.9	13	21	£33830

1 Series - 4324x1765mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 8

1.6 114i ES 3dr	E	49.6	11.2	132	12	£17775
1.6 114d ES 3dr	C	65.7	12.2	112	15	£19410
1.6 114i SE 3dr	E	49.6	11.2	132	12	£18345
1.6 116i SE 3dr	E	49.6	8.5	132	17	£19895
1.6 118i SE 3dr	E	47.9	7.4	137	22	£21940
1.6 114d SE 3dr	C	65.7	12.2	112	15	£19980
1.6 116d EfficientDynamics 3dr	A	74.3	10.5	99	15	£20830
2.0 116d SE 3dr	C	62.8	10.3	119	15	£20830
2.0 118d SE 3dr	C	62.8	8.9	118	19	£21975
2.0 120d SE 3dr	C	62.8	7.2	119	24	£23425
1.6 114i Sport 3dr	E	49.6	11.2	132	13	£19470
1.6 116i Sport 3dr	E	49.6	8.5	132	18	£21020
1.6 118i Sport 3dr	E	47.9	7.4	137	22	£22940
1.6 114d Sport 3dr	C	65.7	12.2	112	15	£20980
2.0 116d Sport 3dr	C	62.8	10.3	117	16	£21830
2.0 118d Sport 3dr	C	62.8	8.9	118	20	£22975
2.0 120d Sport 3dr	C	62.8	7.2	119	24	£24425
1.6 116i M Sport 3dr	E	49.6	8.5	132	18	£22465
1.6 118i M Sport 3dr	E	47.9	7.4	137	22	£24385
2.0 125i M Sport 3dr	G	42.8	6.5	154	30	£26025
3.0 M135i 3dr	J	35.3	5.1	188	39	£30845
2.0 116d M Sport 3dr	C	62.8	10.7	117	16	£23275
2.0 118d M Sport 3dr	C	62.8	8.9	118	20	£24420
2.0 120d M Sport 3dr	C	62.8	7.2	119	24	£25870
2.0 125d M Sport 3dr	D	57.6	6.5	129	31	£27765
Auto: add £1550 to 116i and diesels, £1425 to 118i, £1515 to 125i, £1495 to M135i, 5dr: add £530, Urban: same price as Sport						

3 Series - 4624x1811mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 12

2.0 316d ES	C	62.8	10.9	119	20	£26275
2.0 316d SE	C	62.8	10.9	119	20	£27125
2.0 318d SE	C	62.8	9.1	119	25	£28375
2.0 318d Luxury	C	62.8	9.1	119	25	£30875
2.0 320d EfficientDynamics	B	68.9	8.0	109	32	£29475
2.0 320d SE	C	61.4	7.5	120	32	£29475
2.0 320d Luxury	C	61.4	7.5	120	32	£31975
2.0 325d SE	D	57.6	6.8	129	35	£31275
2.0 325d Luxury	D	57.6	6.8	129	35	£33775
3.0 auto 330d SE	D	57.6	5.6	129	35	£34675
3.0 auto 330d Luxury	D	57.6	5.6	129	38	£37175
3.0 auto 335d xDrive Luxury	F	52.3	4.8	143	43	£41720
1.6 316i ES	E	47.9	8.9	137	23	£24255
1.6 316i SE	E	47.9	8.9	137	23	£25105
2.0 320i EfficientDynamics	D	53.3	7.6	124	28	£26425
2.0 320i SE	F	44.8	7.3	147	31	£27270
2.0 320i Luxury	F	44.8	7.3	147	31	£29770
2.0 328i SE	F	44.1	5.9	149	36	£30470
2.0 328i Luxury	F	44.1	5.9	149	36	£32970
3.0 335i Luxury	J	35.8	5.5	186	38	£38460
3.0 auto ActiveHybrid 3 SE	J	47.9	5.3	139	38	£42145
3.0 auto ActiveHybrid 3 Luxury	J	47.9	5.3	139	39	£44645
3.0T M3	K	32.1	4.3	204	45	£56590
Auto: add £1550, xDrive: add £1500 to 320d, £1535 to 320i, £1620 to 330d, 3 Series Touring: add £1300-£1340, 3 Series Gran Turismo: add £2000-£2635 to selected models, Sport: add £1000 to SE, M Sport: add £500 to Luxury						

5 Series - 4907-4998x1860-1901mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 4

2.0 520i SE	F	44.1	7.9	149	36	£33130
2.0 520i M Sport	F	44.1	7.9	149	37	£35985
2.0 528i SE	G	42.8	6.2	154	40	£36695
2.0 528i M Sport	G	42.8	6.2	154	41	£39530
3.0 auto 535i Luxury	H	39.2	5.7	169	42	£44685
3.0 auto 535i M Sport	H	39.2	5.7	169	42	£44740
4.4 V8 auto 550i Luxury	I	32.8	4.6	199	46	£57610
4.4 V8 auto 550i M Sport	J	32.8	4.6	199	46	£57910
2.0 518d SE	C	62.8	9.7	119	30	£30865
2.0 518d M Sport	C	62.8	9.7	119	31	£33665
2.0 520d SE	C	62.8	8.1	119	33	£32365
2.0 520d M Sport	C	62.8	8.1	119	34	£35165
2.0 525d SE	D	57.6	7.0	129	33	£36980
2.0 525d M Sport	D	57.6	7.0	129	40	£39910
3.0 auto 530d SE	E	55.4	5.8	134	43	£41455
3.0 auto 530d Luxury	E	55.4	5.8	134	43	£44255
3.0 auto 530d M Sport	E	55.4	5.8	134	43	£44270
3.0 auto 535d M Sport	E	53.3	5.3	138	45	£48920
3.0 auto ActiveHybrid 5 SE	F	44.1	5.9	149	44	£47790
3.0 auto ActiveHybrid 5 Luxury	F	44.1	5.9	149	44	£48825
3.0 auto ActiveHybrid 5 M Sport	F	44.1	5.9	149	44	£50625
4.4 V8T DCT M5	L	28.5	4.3	232	48	£74835
4.4 V8T DCT M5 30 Jahre Edition	L	28.5	3.9	232	49	£91890
Auto: add £1535, 5 Series Touring: add £2325, 5 Series Gran Turismo: add £1900-£4775 to selected models, Luxury: same price as M Sport except where listed						

6 Series Gran Coupe - 5007x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 640i SE	I	36.7	5.4	181	47	£62375
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3.0 auto 640d SE F 51.4 5.4 148 48 £64875
3.0 auto 650i M Sport K 32.8 4.6 206 50 £76150
4.4 V8T DCT M6 L 28.5 4.2 232 50 £98145
M Sport: add £4665 to SE

7 Series - 5072-5212x1902mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 740i SE	I	35.8	5.7	184	48	£61675
3.0 auto ActiveHybrid 7 SE	G	41.5	5.7	158	47	£66200
3.0 auto 730d SE	F	50.4	6.1	148	48	£58275
3.0 auto 740d SE	F	49.6	5.5	149	49	£65465
4.4 auto 750i SE	J	32.8	4.8	199	49	£71515
6.0 V12 auto 760Li SE	M	21.1	4.6	314	50	£102015

Long wheelbase: add £3000 to petrols, £3100 to 730d and ActiveHybrid 7, Exclusive: add £3695 to SE diesels, £3295 to M Sport diesels, M Sport: add £5275 to 740i, 750i, 730d and 740d, or £2245 to 760Li

2 Series Active Tourer - 4342x1800mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.5T 218i SE	C	57.6	9.2	115	13	£22475
2.0T 220i Sport	E	47.9	7.5	137	20	£25775
2.0T 225i xDrive auto Luxury	F	44.1	6.3	148	23	£31175
1.5 216d SE	A	74.3	10.6	99	11	£23410
2.0 218d SE	B	68.9	8.9	109	15	£24555
1.5T 220d Sport	C	64.2	7.6	115	21	£27255

Auto: add £1250 to 218i, £1420 to 220i, £1550 to diesels, Sport: add £1250 to SE, Luxury: add £750 to Sport, M Sport: add £1000 to Luxury, xDrive: add £3050 to 220d, 2 Series Gran Tourer: add £1700 to selected models

X1 - 4454x1798mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 100

2.0 xDrive20i SE	I	37.7	7.8	176	28	£27280
2.0 sDrive16d SE	D	57.6	11.5	128	18	£24230
2.0 sDrive18d SE	D	57.6	9.6	128	22	£25330
2.0 sDrive20d EfficientDynamics	C	62.8	8.3	119	24	£26760
2.0 sDrive20d SE	D	57.6	7.8	129	24	£26760
2.0 xDrive18d SE	F	51.4	9.9	144	22	£26830
2.0 xDrive20d SE	F	51.4	9.9	144	24	£28260
2.0 xDrive25d xLine	G	47.9	6.8	155	26	£32540
2.0 xDrive25d M Sport	G	47.9	6.8	155	27	£33540

Auto: add £2165-£1550 (not 16d, EfficientDynamics), Sport: add £1000 to SE, xLine: add £2000 to SE, M Sport: add £3000 to SE

X3 - 4657x1881mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 12

2.0 sDrive18d SE	D	60.1	9.5	124	26	£31295
2.0 xDrive20d SE	E	54.3	8.1	136	30	£32955
3.0 auto xDrive30d SE	G	49.6	5.9	159	39	£40060
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£46690

Auto: add £1550, xLine: add £1500, M Sport: add £3000

X4 - 4657x1881mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 xDrive20d SE	E	54.3	8.1	136	31	£36880
3.0 auto xDrive30d SE	G	49.6	5.9	159	31	£45160
3.0 auto xDrive35d M Sport	G	47.1	5.3	157	43	£50290

Auto: add £1645 to 20d, xLine: add £1500, M Sport: add £3000

X5 - 4886x1938mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

4.4 auto xDrive50i SE	L	27.2	5.0	242	49	£60390
2.0 auto xDrive25d SE	F	50.4	8.2	149	42	£42945
2.0 auto xDrive25d SE	G	48.7	8.2	154	42	£45250
3.0 auto xDrive30d SE	G	45.6	6.9	162	44	£48250
3.0 auto xDrive40d SE	G	45.6	5.9	164	47	£50910
3.0 auto M50d xDrive	I	42.2	5.3	177	49	£64020
4.4 V8T auto X5 M	M	25.4	4.2	258	50	£90170

M Sport: add £4700 to 30d SE or £4125 50i SE

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 sDrive20i	G	41.5	6.9	159	38	£29840
2.0 sDrive28i M Sport	G	41.5	5.7	159	40	£37390
3.0 sDrive35i M Sport	K	30.1	5.2	219	41	£43005
3.0 DCT sDrive35i	K	31.4	4.8	210	43	£45950
Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models						
6 Series - 4894x1894mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 auto 640i SE	I	36.7	5.4	179	47	£60630
3.0 auto 640i SE	F	51.4	5.5	144	48	£63130
4.4 V8 auto 650i M Sport	K	32.1	4.9	206	49	£73470
4.4 V8T DCT M6	L	28.5	4.2	232	50	£94625
6 Series Convertible: add £6130, M Sport: add £4500-£4665						

18 - 4689x1942mm, EURO-NCAP N/A	DRIVER POWER POS: N/A					
1.5 TT/Drive auto i8	A	113.0	4.4	59	50	£99895

CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2
Warranty: 1 year

Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
660ccT 160	C	57.6	6.5	114	N/A	£17995
1.6 Roadsport 125	N/A	5.9	N/A	N/A	N/A	£22995
1.6 Roadsport 140	N/A	5.0	N/A	N/A	N/A	£25495
2.0 Roadsport 175	N/A	4.8	N/A	N/A	N/A	£28495
1.6 Supersport	N/A	4.9	N/A	N/A	N/A	£24495
2.0 Supersport R	N/A	4.8	N/A	N/A	N/A	£27995
2.0 Supersport R400	N/A	3.8	N/A	N/A	N/A	£35995
2.3 Cosworth CSR	N/A	3.1	N/A	N/A	N/A	£44995
2.0 S/C 620R	N/A	2.8	N/A	N/A	N/A	£49995

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: N/A
Warranty: 5 years/100,000 miles

Camaro - 4837x1917mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.2 V8 Coupe	M	20.0	5.2	329	48	£35345
Auto: add £1500, Convertible: add £5000						

Corvette - 4493x1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
6.2 V8 Stingray Coupe	M	23.5	3.8	279	50	£65510
6.2 V8 Stingray Convertible	M	23.1	3.8	283	50	£70070

CHRYSLER

www.chrysler.co.uk / Brochure: 08000 1692 1692 / Dealers: 74
Warranty: 3 years/60,000 miles

Ypsilon - 3842x1576mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
0.9 TwinAir SE	A	67.0	11.9	99	7	£13250
0.9 TwinAir Gold	A	67.0	11.9	99	10	£12395
1.2 S	C	58.0	14.5	115	3	£10750
1.2 SE	C	58.0	14.5	115	4	£12050
1.2 Silver	C	54.3	14.5	120	6	£9995
1.2 Gold	C	54.3	14.5	120	6	£11195
1.3 Multijet SE	A	74.0	11.4	99	11	£14250
1.3 Multijet Gold	A	74.0	11.4	99	11	£13395
Auto: add £1200 to TwinAir models, S Series: add £745 to SE, Platinum: add £1500 to Gold						

300C - 5044x1905mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
3.0 CRD V6 auto Executive	J	39.8	7.4	191	40	£30020

Grand Voyager - 5143x1954mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
2.8 CRD auto SE	K	35.8	12.8	222	32	£28310
2.8 CRD auto SR	K	35.8	12.8	222	32	£30310
2.8 CRD auto Limited	K	35.8	12.8	222	34	£36310

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196
Warranty: 3 years/60,000 miles

C-Zero - 3475x1475mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
64ph auto C-Zero	A	N/A	15.9	0	28	£21216

C1 - 3466x1884mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) Flair 3dr	A	68.9	14.3	95	7	£10285
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A	67.3	14.6	97	7	£11185
5dr: add £400 to Feel/Flair 3dr; Airscape: add £160 to select models						

C3 - 3941x1728mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
1.0 PureTech (68) VT	A	65.7	14.2	99	8	£11075
1.4 HDi (70) VT	A	74.3	13.7	99	10	£13230
1.0 PureTech (68) VTR+	B	64.2	14.2	102	9	£12495
1.2 PureTech (82) VTR+	B	62.8	14.2	107	12	£13515
1.4 PureTech (82) ETG auto VTR+	A	51.4	13.2	99	12	£14135
1.4 HDi (70) VTR+	A	74.3	13.7	99	10	£14590
1.4 e-HDi (70) ETG auto VTR+	A	83.1	16.2	87	10	£15210
1.6 e-HDi (90) VTR+	A	76.3	12.5	95	18	£15390
1.2 PureTech (82) Selection	B	62.8	14.2	107	12	£13865
1.6 e-HDi (90) Selection	A	76.3	12.5	98	18	£15740
1.6 VTI (120) auto Exclusive	F	42.8	10.9	150	19	£16250
1.2 PureTech (110) S&S Exclusive	B	60.1	10.6	107	18	£15640
1.6 BlueHDi (100) Exclusive	A	83.1	11.8	87	19	£16790
1.6 e-HDi (90) Exclusive	A	76.3	12.5	98	18	£16240
ETG auto: add £620 to e-HDi (90) Exclusive						

DS 3 - 3948-3962x1715-1717mm, EURO-NCAP N/A

DRIVER POWER POS: 37						
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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 PureTech (82) DSIgn	B	62.8	14.2	104	9	£12865
1.2 PureTech (110) DStyle	B	60.1	9.6	107	19	£15630
1.2 VTI (120) auto DStyle	F	43.5	10.9	150	16	£16630
1.6 e-HDi (90) DStyle	A	76.3	12.5	95	16	£15820
1.6 THP (165) DStyle Techno	D	50.4	7.5	129	26	£17500
1.6 THP (165) DSport	D	50.4	7.5	129	26	£19000
1.6 BlueHDi (120) DSport	A	78.5	10.4	94	24	£19320
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	27	£22900
1.6 BlueHDi (120) Ultra Prestige	A	78.5	10.4	94	24	£23220
Cabrio: add £2460 (selected models), DSire: £900 less than DSport						

C4 - 4329x1789mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Touch	B	61.4	12.9	105	9	£13490
1.6 BlueHDi (100) Touch	A	83.1	10.7	87	18	£15490
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Flair	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 e-HDi (92) ETG6 Feel	A	80.7	11.4	92	16	£16890
Flair: add £1400 to Feel						

DS 4 - 4275x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
1.6 e-HDi (115) DStyle	C	60.1	12.4	113	18	£19425
1.6 e-HDi (115) DStyle	C	64.0	12.4	113	18	£19795
1.6 VTI (120) DStyle	F	46.0	12.2	144	14	£17855
1.6 THP (200) DSport	F	44.0	8.5	149	31	£23405
1.6 THP (160) ETG6 DStyle	I	44.0	9.9	178	21	£21765
1.6 VTI (120) DStyle	F	46.0	12.2	144	15	£19905
2.0 HDi (160) DSport	E	55.0	9.3	134	24	£23700
2.0 HDi (160) DStyle	E	55.0	9.3	134	23	£22700
Auto: add £1600 to HDi (160), add £500 to e-HDi (115)						

DS 5 - 4779x1860mm, EURO-NCAP N/A

DRIVER POWER POS: 39						
1.6 HDi (115) VTR Techno Pack	D	56.5	11.6	125	20	£21670
2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24070
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25670
Auto: add £700 to 1.6 HDi, add £1,505 to 2.0 HDi, C5 Tourer: add £1100, VTR+: add £1200 to VTR						

DS 5 - 4530x1871mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
1.6 BlueHDi (120) DStyle	B	64.2	12.2	102	21	£23260
1.6 e-HDi (115) ETG6 DStyle	C	64.2	12.2	112	18	£25890
1.6 BlueHDi (120) DStyle	B	64.2	12.2	105	22	£25890
2.0 HDi (160) DStyle	E	55.4	8.5	133	24	£26895
2.0 HDi auto Hybrid4 (200) DStyle	B	68.9	8.3	107	27	£31600
1.6 THP (200) DSport	G	42.2	8.5	155	27	£28920
2.0 HDi (160) DSport	E	55.4	8.5	133	24	£28955
1.6 BlueHDi (180) auto DSport	C	64.2	9.2	118	30	£31580
2.0 HDi auto Hybrid4 (200) DSport	B	68.9	8.3	102	28	£33700
Auto: add £1505 to HDi (160), BlueHDi (120): same price as e-HDi (115), BlueHDi (180): add £1125 to 2.0 HDi (160)						

Berlingo Multispace - 4380x1810mm, EURO-NCAP N/A

DRIVER POWER POS: N/A						
1.6 VTI (95) VT	G	42.0	13.8	155	5	£13285
1.6 HDi (75) VTR	E	53.3	14.3	135	4	£14655
1.6 HDi (90) VTR	E	53.3	14.3	135	7	£15105
1.6 e-HDi (90) ETG6 VTR	C	58.4	14.3	120	9	£15875
1.6 HDi (90) XTR	E	53.3	14.3	135	8	£17155
1.6 e-HDi (90) ETG6 XTR	C	58.4	14.3	120	9	£17525
1.6 HDi (115) XTR	E	53.3	12.1	134	10	£17905

C3 Picasso - 4078x1730mm, EURO-NCAP N/A

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	Eco band	MPG	CO ₂	Insurance group	List price	
1.6 TDCi (115) Titanium	D	58.9	13.9	130	11	£18195
1.6 (150) auto Titanium	I	35.3	10.9	184	11	£19115
Economy Pack: add £360 to 1.6 TDCi (95), Grand Tourer Connect: add £2000 to diesels (not 1.6 TDCi (95) Titanium), seven seats: add £240 to Grand Tourer Connect						

B-MAX - 4077x1751mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.4 (90) Studio	E	47.1	13.8	139	7	£13095
1.4 (90) Zetec	E	47.1	13.8	139	8	£14895
1.0T (100) EcoBoost Zetec	C	55.4	13.2	119	9	£15495
1.0T (125) EcoBoost Zetec	C	57.7	11.2	114	12	£16095
1.6 (105) Powershift Zetec	F	44.1	12.1	149	10	£16595
1.5 TDCi (75) Zetec	B	68.9	16.5	109	8	£16295
1.6 TDCi (95) Zetec	B	70.6	13.9	104	11	£16795
Titanium: add £1400 to Zetec (not 1.4 (90)), 1.5 TDCi, Titanium X: add £1200 to Titanium (not 1.0T (100) EcoBoost)						

C-MAX - 4380x1828mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 62

1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£17655
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£18150
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£18650
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£19150
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£19650
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£20150
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£20855
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£20650
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£21225
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£23605
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£24225
Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium						

Grand C-MAX - 4520x1828mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 62

1.6 Ti-VCT (105) Zetec	F	44.1	12.6	149	11	£19245
1.0T EcoBoost (100) Zetec	C	55.4	12.6	117	10	£19745
1.0T EcoBoost (125) Zetec	C	55.4	11.4	117	13	£20245
1.6 TDCi (115) Zetec	C	62.8	11.3	117	16	£20745
1.0T EcoBoost (100) Titanium	C	55.4	12.6	117	10	£21045
1.0T EcoBoost (125) Titanium	C	55.4	11.4	117	13	£21545
1.6T EcoBoost (150) Titanium	F	45.6	9.4	144	19	£22550
1.6 TDCi (115) Titanium	C	62.8	11.3	117	16	£22045
2.0 TDCi (140) Titanium	D	57.7	9.6	125	20	£23120
1.6T EcoBoost (182) Titanium X	F	45.6	8.5	144	19	£24995
2.0 TDCi (163) Titanium X	D	57.7	8.6	129	20	£25620
2.0 TDCi (140) Zetec	E	55.4	10.1	134	20	£21950
Auto: add £1375 to 2.0 TDCi, Titanium X: add £2000 to 1.0 EcoBoost (125) Titanium and 1.6 TDCi Titanium						

S-MAX - 4768x1884mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 80

1.6 TDCi (115) Titanium S/S	E	54.0	13.0	139	17	£25860
1.6 TDCi (115) Zetec S/S	E	54.0	13.0	139	16	£24110
1.6T (160) EcoBoost Titanium S/S	G	42.0	9.8	159	19	£25060
1.6T (160) EcoBoost Zetec S/S	G	42.0	9.8	159	18	£23310
2.0 TDCi (140) Titanium	F	50.0	10.2	149	19	£26045
2.0 TDCi (163) Titanium	F	50.0	9.5	149	20	£26645
2.0 TDCi (140) Zetec	F	50.0	10.2	149	18	£24295
2.0 (203) Powershift Titanium	J	35.0	8.5	189	23	£26735
2.0 (240) Powershift Titanium X Sport	J	34.0	7.9	194	27	£31485
2.2 TDCi (200) Titanium	H	43.0	8.6	174	26	£27870
Auto: add £1530 to 2.0 TDCi, Titanium X Sport: add £3750 to 2.0 TDCi (163) and 2.2 TDCi Titanium						

Galaxy - 4820x1884mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 46

1.6 TDCi (115) Titanium S/S	E	54.0	13.4	139	17	£28360
1.6 TDCi (115) Zetec S/S	E	54.0	13.4	139	16	£26460
1.6T (160) EcoBoost Titanium S/S	H	39.0	9.9	167	18	£27570
1.6T (160) EcoBoost Zetec S/S	H	39.0	9.9	167	18	£25670
2.0 (203) EcoBoost Powershift Titanium	J	35.0	8.8	189	24	£29235
2.0 TDCi (140) Titanium	F	50.0	10.6	149	20	£28545
2.0 TDCi (163) Titanium	F	50.0	9.8	149	22	£29145
2.0 TDCi (140) Zetec	F	50.0	10.6	149	20	£26645
2.2 TDCi (200) Titanium	I	42.0	8.8	179	26	£30375
Auto: add £1480 to 2.0 TDCi, Titanium X: add £2500 to Titanium						

EcoSport - 4010x1765mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.5 (112) Titanium	F	44.8	13.3	149	10	£14995
1.0T EcoBoost (125) Titanium	D	53.3	12.7	125	11	£15995
1.5 TDCi (91) Titanium	C	61.4	14.0	120	9	£16495
Auto: add £1500 to 1.5 (112), X Pack: add £1000 to Titanium						

Ranger - 5359x1850mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.0 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Double Cab Wildtrak	M	29.1	10.3	256	12	£30389
Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited						

Kuga - 4524x1838mm, EURO-NCAP N/A DRIVER POWER POS: 34

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBoost auto Zetec AWD	I	36.7	9.7	179	21	£25145
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26345
Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium						

Mustang - 4784x1916mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	N/A	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.4	299	21	£32995
Auto: add £1500, Convertible: add £4000						

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54
Warranty: 6 years/125000 miles

Steed - 5040x1800mm, EURO-NCAP N/A DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196
Warranty: 3 years/60000 miles

Jazz - 3900x1695mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 47

1.2 i-VTEC S	D	53.0	12.5	123	13	£11695
1.2 i-VTEC SE	D	52.0	12.5	125	14	£13395
1.3 iMA Hybrid auto HE	B	63.0	12.1	104	13	£17150
1.3 iMA Hybrid auto HS	B	63.0	12.1	104	13	£17650
1.3 iMA Hybrid auto HX	B	63.0	12.3	104	13	£18250
1.4 i-VTEC ES Plus	D	51.0	11.5	126	16	£14895
1.4 i-VTEC EX	D	50.0	11.8	129	16	£15995
1.4 i-VTEC Si	D	51.0	11.5	128	16	£14995
Auto: add £1100 to 1.4, T-spec: add £995 to S, SE, ES, EX, EXL and iMA						

Civic - 4300x1770mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.4 i-VTEC S	D	52.3	13.4	129	8	£15975
1.4 i-VTEC SE	E	48.7	9.1	137	16	£17635
1.8 i-VTEC SE Plus	F	46.3	9.1	145	16	£19565
1.8 i-VTEC SR	F	46.3	9.1	145	17	£22135
1.8 i-VTEC Sport	F	46.3	9.1	145	17	£19615
1.6 i-DTEC S	A	78.5	10.5	94	18	£18775
1.6 i-DTEC SE Plus	A	78.5	10.5	94	18	£20570
1.6 i-DTEC Sport	A	76.3	10.5	98	18	£20820
1.6 i-DTEC SR	A	78.5	10.5	94	18	£23140
2.0 i-VTEC type R	N/A	5.7	N/A	N/A	23	£23995
2.0 i-VTEC type R GT	N/A	5.7	N/A	N/A	23	£23295
Auto: add £1400-£1415 to 1.8 i-VTEC, SE Plus: add £1990 to S, EX Plus: add £1800 to 1.8 i-VTEC SR, £2000 to 1.6 i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)						

Accord - 4725x1840mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 31

2.0 i-VTEC ES	G	41.0	9.4	159	23	£23200
2.0 i-VTEC EX	G	40.0	9.9	162	24	£25580
2.2 i-DTEC ES	E	53.0	9.4	138	24	£25400
2.2 i-DTEC EX	F	52.0	9.5	141	25	£28795
2.2 i-DTEC Type S	F	50.0	8.8	147	28	£31435
2.4 i-VTEC EX	J	33.0	8.1	199	26	£27885
Auto: add £1610 to 2.0 i-VTEC, £1550 to 2.4 i-VTEC, 2.2 i-DTEC (not Type S), Tourer: add £1385-£1575, ES GT: add £920 to ES spec						

CR-V - 4570x1820mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

2.0 i-VTEC S 2WD	H	39.2	10.0	168	24	£22340
2.0 i-VTEC SE 4WD	H	38.2	10.2	173	24	£25610
2.0 i-VTEC SR 4WD	I	37.2	10.2	177	25	£28590
2.0 i-VTEC EX 4WD	I	37.2	10.2	177	25	£30435
1.6 i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23400
1.6 i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£28495
1.6 i-DTEC (160) SE 4WD	D	57.7	9.6	128	24	£27570
1.6 i-DTEC (160) SR 4WD	D	55.4	9.8	133	24	£30625
1.6 i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£32470
Auto: add £1500 to 2.0 i-VTEC, £1780 to 1.6 i-DTEC (160), SE: add £2170 to 1.6 i-DTEC (120) S						

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162
Warranty: 5 years/unlimited miles

i10 - 3665x1660mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A

1.0 S	B	60.1	14.9	108	1	£8595
1.0 S Air	B	60.1	14.9	108	1	£9260
1.0 SE	B	60.1	14.9	108	1	£9660
1.2 SE	C	57.6	12.3	114	4	£10160
1.0 SE Blue Drive	A	65.7	15.1	98	1	£9910
1.0 Premium	B	60.1	14.9	108	1	£10360
1.2 Premium	C	57.6	12.3	114	4	£10860

Auto: add £655 to 1.2, Premium SE: add £1135 to 1.2 Premium



	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 Classic	D	50.0	12.9	130	7	£12515
1.4 Style	D	50.0	12.9	130	8	£14615
1.4 CRDi Classic	C	66.0	14.5	114	9	£13835
1.6 CRDi Active	C	64.0	11.5	117	9	£15385
1.6 CRDi Style	C	64.0	11.5	117	9	£16335
1.6 auto Active	G	44.0	12.2	154	10	£15010
1.6 auto Style	G	44.0	12.2	154	10	£15960

ix35 - 4410x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 90

1.6 GDI 2WD S	G	41.5	11.1	158	18	£17000
1.7 CRDi 2WD 5	E	53.3	12.4	139	16	£18500
1.6 GDI 2WD SE	G	41.5	11.1	158	18	£18600
1.7 CRDi 2WD SE	E	53.3	12.4	139	16	£20100
2.0 CRDi 4WD SE	F	49.6	11.3	145	21	£23000
1.7 CRDi 2WD Premium	F	50.4	12.4	147	17	£22850
2.0 CRDi 4WD Premium	F	49.6	11.3	149	21	£25750

Auto: add £1465 to 2.0 CRDi, iSG; add £180 to 1.6 GDI, Premium Panorama: add £800 to Premium

Santa Fe - 4690x1880mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.2 CRDi Style 2WD 5-seat	G	47.9	9.4	155	18	£27800
2.2 CRDi Style 4WD 5-seat	G	46.3	9.8	159	19	£29000
2.2 CRDi Premium 4WD 5-seat	G	46.3	9.8	159	19	£30020
2.2 CRDi Premium SE 4WD 7-seat	G	46.3	9.8	159	20	£37720

Auto: add £1705 to 4WD models, Seven seats: add £1200

Genesis - 4990x1890mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.8 V6 GDI Genesis	M	25.2	6.5	261	42	£47995
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INFINITI

www.infiniti.co.uk / Dealers: 10
Warranty: 3 years/60000 miles

Q50 - 4790-4800x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.2d Q50 SE	C	64.2	8.5	114	39	£27950
2.2d Q50 Premium	C	64.2	8.5	114	40	£30350
2.2d Q50 Sport	C	64.2	8.5	114	40	£32720
3.5 V6 auto Q50 Hybrid	F	45.6	5.1	144	42	£40005
3.5 V6 auto Q50 Hybrid AWD	G	41.5	5.4	159	42	£41630

Auto: add £1550 to 2.2d, Executive: add £1920 to SE, Premium Executive: add £3120 to Premium

Q60 - 4655-4780x1770-1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.7 V6 auto Q60 Conv GT Prem	M	24.8	6.4	264	48	£45730
3.7 V6 auto Q60 Coupe GT	L	26.9	5.9	246	45	£36780
3.7 V6 auto Q60 Coupe S	L	26.9	5.9	246	45	£38670
3.7 V6 auto Q60 Coupe 5 Prem	L	26.9	5.9	246	45	£41860

Q70 - 4945x1845mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	43	£42500
2.2d auto Q70 Premium	D	57.6	8.9	129	35	£32650
2.2d auto Q70 Sport	D	57.6	8.9	129	35	£35850
3.7 V6 auto Q70 Sport Tech	L	27.7	6.2	235	42	£44100

Tech spec: add £4100 to Premium, £2350 to Sport

QX50 - 4635-4645x1800mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX50	K	33.2	7.9	224	46	£34488
3.0d V6 auto QX50 GT	K	33.2	7.9	224	46	£38963
3.7 V6 auto QX50 GT	M	25.0	6.4	265	46	£38449

Premium spec: add £3598 to GT models

QX70 - 4865x1925mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0d V6 auto QX70 GT	K	32.8	8.3	225	47	£42370
3.0d V6 auto QX70 S	K	32.8	8.3	225	47	£44470
3.7 V6 auto QX70 GT	M	23.0	6.8	282	50	£42525
3.7 V6 auto QX70 S	M	23.0	6.8	282	47	£44625
5.0 V8 auto QX70S Premium	M	22.0	5.8	307	50	£54025

Premium spec: add £4450 to GT and S models

ISUZU

www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97
Warranty: 5 years/125000 miles

D-Max - 5295x1860mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.5D Eiger Double Cab	J	38.7	N/A	194	9	£23042
2.5D Yukon Double Cab	J	38.7	N/A	194	9	£24242
2.5D Blade Double Cab	J	38.7	N/A	194	9	£29938
2.5D Utah Double Cab	J	38.7	N/A	194	9	£26043

Auto: add £1200 to Yukon, Utah

JAGUAR

www.jaguar.co.uk / Brochure: 0800 085 1069 / Dealers: 97
Warranty: 3 years/unlimited miles

XE - 4672x1850mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0d (163) SE	A	75.0	7.9	99	N/A	£29775
2.0d (163) R-Sport	A	75.0	7.9	99	N/A	£32325
2.0d (163) Portfolio	A	75.0	7.9	99	N/A	£32975
2.0d (180) SE	B	67.3	7.4	109	N/A	£30275
2.0d (180) R-Sport	B	67.3	7.4	109	N/A	£33025
2.0d (180) Portfolio	B	67.3	7.4	109	N/A	£33675
2.0i (200) auto SE	I	37.7	7.1	179	N/A	£26995
2.0i (200) auto R-Sport	I	37.7	7.1	179	N/A	£29745
2.0i (240) auto R-Sport	I	37.7	6.5	179	N/A	£33095
3.0i (240) auto Portfolio	I	37.7	6.5	179	N/A	£37475
3.0i S/C (340) auto S	J	34.9	4.9	194	N/A	£44870

Auto: add £1750 to 2.0d, Prestige: add £1000 to SE

XF - 4961x1877mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 15

2.2d (163) auto SE	F	52.0	9.8	149	33	£29945
2.2d (163) auto SE Business	F	52.0	9.8	149	33	£31495
2.2d (163) auto Luxury	F	52.0	9.8	149	33	£32945
2.2d (200) auto Luxury	F	52.0	8.5	149	40	£33945

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.2D (200) auto Sport	F	52.0	8.5	149	41	£34945
2.2D (200) auto Portfolio	F	52.0	8.5	149	41	£42195
3.0D V6 auto Luxury	H	45.0	7.1	169	43	£35860
3.0D V6 auto Portfolio	H	45.0	7.1	169	44	£45115
3.0D V6 auto S Luxury	H	45.0	6.4	169	45	£46615
3.0D V6 auto S Portfolio	H	45.0	6.4	169	46	£49515
5.0 V8 S/C auto XJR	M	24.4	4.7	270	49	£65440

Sportbrake: add £2000-£2500, R-Sport: add £50 to Luxury, Premium Luxury: add £4000 to Luxury

XJ - 5122-5247x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0D V6 auto Luxury	I	40.0	6.4	184	48	£56870
3.0D V6 auto Portfolio	I	40.0	6.4	184	49	£67870
3.0D V6 auto Premium Luxury	I	40.0	6.4	184	48	£60670
3.0 V6 S/C auto Portfolio	L	30.0	5.7	224	49	£73450
3.0 V6 S/C auto Premium Luxury	L	30.0	5.7	224	49	£65995
5.0 V8 S/C auto LWB Supersport	L	30.0	5.7	224	50	£95895
5.0 V8 S/C auto XJR	L	24.4	4.4	270	50	£92395

Long wheelbase: add £3110 (not XJR)

F-Type - 4470x1923mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	50	£51250
3.0 V6 S/C (380) S Coupe	L	28.8	5.5	234	50	£60250
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	50	£86800

Auto: add £1800 to V6, 4WD; add £4850 to V6 S and V8 R, Convertible: add £5485 to all models

FX - 4796x1892mm, EURO-NCAP N/A

DRIVER POWER POS: 41

5.0 V8 auto XK Signature	M	25.0	5.5	264	47	£54975
5.0 V8 S/C auto XK Dynamic R	M	23.0	4.8	292	50	£69975
5.0 V8 S/C auto XKR-S	M	23.0	4.4	292	50	£97490

XK Convertible: add £6000

JEEP

www.jeep.co.uk / Brochure: 00800 04265337 / Dealers: 73
Warranty: 3 years/60000 miles

Renegade - 4236x1805mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport	F	47.1	11.8	141	8	£16995
1.6 eTorq (110) Longitude	F	47.1	11.8	141	9	£18595
1.6 Multijet (120) Sport	C	61.4	10.2	120	13	£18695
1.4T MultiAir (140) Longitude	E	47.1	10.9	140	10	£19795
1.6 Multijet (120) Longitude	C	61.4	10.2	120	13	£20295
2.0 Multijet (140) 4WD Longitude	E	55.4	9.5	134	15	£22795
2.0 MJet (170) auto 4WD Low Ltd	G	48.7	8.9	151	15	£26595
2.0 MJet (170) aut 4WD Trailhawk	G	48.7	8.9	151	15	£27995

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

Wrangler - 4223-4751x1873-1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr	K	34.9	10.6	213	24	£29010
2.8 CRD auto Overland 2dr	K	34.9	10.6	213	25	£31160
2.8 CRD auto Sahara 4dr	K	34.0	10.7	217	24	£30680
2.8 CRD auto Overland 4dr	K	34.0	10.7	217	25	£32830

Wrangler Special Order programme: prices from £29025-£33445

Compass - 4448x1812mm, EURO-NCAP☆☆

DRIVER POWER POS: N/A

2.0 VVT Sport 4x2	H	37.2	10.6	175	22	£18470
2.2 CRD Limited 4x4	H	42.8	9.8	172	28	£25740
2.4 VVT auto North 4x4	K	31.4	10.5	209	24	£21010
2.4 VVT auto Limited 4x4	K	31.4	10.5	209	24	£23860

Cherokee - 4623x1859mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 Multijet (140) Longitude	E	53.3	10.9	139	26	£25495
2.0 Multijet (140) Longitude 4x4	F	50.4	12.0	147	26	£27495
2.0 MJet (170) L'ude 4x4 auto	G	48.7	10.3	154	27	£29995
3.2 V6 Trailhawk 4x4 auto	K	29.4	8.4	223	35	£34245

Longitude Plus: add £2200, Limited: add £5700

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 CRD V6 auto Laredo	J	37.7	10.2	198	36	£37705
3.0 CRD V6 auto Limited	J	37.7	8.2	198	40	£39705
3.0 CRD V6 auto Limited+	J	37.7	8.2	198	40	£42705
3.0 CRD V6 auto Overland	J	37.7	8.2	198	41	£46405
3.0 CRD V6 auto Summit	J	37.7	8.2	198	43	£50205
6.4 V8 HEMI auto SR18	M	20.2	5.0	327	50	£60720

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170
Warranty: 7 years/100000 miles

Picanto - 3595x1595mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 54

1.0 1.3dr	A	67.0	13.9	99	3	£814
1.0 2.5dr	A	67.0	14.4	99	4	£994
1.25 2 5SG 5dr	A	60.0	11.4	100	7	£1054
1.25 3 5dr	B	60.0	11.4	109	10	£1154
1.25 4 5SG 5dr	B	60.0	11.4	109	12	£1209
1.25 5SG White 3dr	A	60.0	11.0	100	10	£1184
1.25 5SG Quantum 3dr	A	60.0	11.0	100	10	£1199

Auto: add £600 to Picanto 2, 3, White and Quantum, 5dr: add £200 to Picanto 1, VR7: add £1500 to Picanto 1

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.co.uk

☒ Trusted reviews
 ☒ Owner opinion
 ☒ Expert advice

www.mclarenautomotive.com / Dealers: 3
Warranty: 3 years

650S - 4512x2093mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.8 V8TT 55G 650S	M	24.2	3.0	275	50	£195275
3.8 V8TT 55G 650S Spider	M	24.2	3.0	275	50	£215275

P1 - 4588x1890mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.8 V8TT DCT Hybrid P1	J	34.0	2.8	194	50	£866000

MASERATI

www.maserati.com / Brochure: 0800 064 6468 / Dealers: 17
Warranty: 3 years/unlimited miles

Ghibli - 4971x1948mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 V6TT auto	K	29.4	5.6	223	N/A	£52615
3.0 V6TT auto S	L	27.2	5.0	242	N/A	£63760
3.0 V6 auto Diesel	G	47.9	6.3	158	N/A	£49160

Quattroporte - 5262x1948mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 V6 auto Diesel	G	45.6	6.4	163	50	£69235
3.0 V6TT auto S	L	27.2	5.1	242	50	£80115
3.8 V8 auto GTS	M	23.9	4.7	274	50	£108185

GranTurismo - 4881x4933x1847-1915mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
4.2 V8 auto	M	19.8	5.2	330	50	£82280
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£110135
4.7 V8 Sport	M	18.2	4.7	360	50	£94140

GranCabrio - 4881x4933x1847-1915mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
4.7 V8 auto	M	19.5	5.3	337	50	£98340
4.7 V8 auto MC	M	19.5	4.9	337	50	£111770
4.7 V8 auto Sport	M	19.5	5.0	337	50	£103935

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/50,000 miles

2 (NEW) - 4066x1695mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5 (75) SE	B	60.1	11.2	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5D (105) SE-L	A	83.1	10.1	89	15	£15995
1.5D (105) Sport	A	83.1	10.1	89	15	£16995

Auto: add £1200 to 1.5 (90)

3 - 4465x4585x1795mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 24

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.5 (100) SE Sdr	C	55.4	10.8	119	13	£16995
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17295
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20195
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£21920
2.2D (150) SE Sdr	D	72.4	8.1	107	23	£19645
2.2D (150) Sport Nav Sdr	D	72.4	8.1	107	24	£22545

Auto: add £1200 to 2.0 (120) and 2.2D. Feedback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)

6 - 4870x1840mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 (145) SE	D	51.4	9.5	129	18	£19595
2.0 (165) Sport	E	47.9	9.1	135	19	£23495
2.2D (150) SE	B	68.9	9.0	108	21	£22095
2.2D (150) Sport	B	68.9	9.0	108	21	£25295
2.2D (175) Sport	C	62.8	7.8	119	23	£26295

Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE

5 - 4585x1750mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6D Sport Venture	E	54.3	13.7	138	16	£21895
2.0 Sport Venture	G	40.9	11.0	159	15	£28495

CX-3 - 4275x1785mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 (120) 2WD SE	E	47.9	9.0	137	N/A	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	N/A	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	N/A	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	N/A	£22495
1.5D (105) SE	B	70.6	10.1	105	N/A	£18995
1.5D (105) SE-L	B	70.6	10.1	105	N/A	£20395
1.5D (105) Sport Nav	B	70.6	10.1	105	N/A	£21895

Auto: add £1200 to (120) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel

CX-5 - 4540x1840mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 13

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 (165) SE-L	E	47.1	9.2	139	17	£21595
2.0 (165) Sport	E	47.1	9.2	139	18	£23995
2.2D (150) SE-L	C	61.4	9.2	119	20	£23295
2.2D (150) SE-L Lux	C	61.4	9.2	119	20	£24695
2.2D (150) Sport	C	61.4	9.2	119	21	£25695
2.2D (175) Sport 4WD	E	54.3	8.8	136	23	£27695

Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L

MX-5 - 4020x1720mm, EURO-NCAP N/A
DRIVER POWER POS: 96

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.8i SE Air Con	H	40.0	9.9	167	22	£18495
2.0i Roadster Coupe Sport Tech	I	36.0	7.6	181	26	£23095
2.0i auto Roadster Coupe Pshift	J	35.3	8.9	188	26	£23695
2.0i Roadster Coupe 25th Anniv	I	36.0	7.9	181	26	£22995

Roadster Coupe: add £1500, Sport Venture: add £500 to 1.8 SE, £1000 to 1.8 SE RC, take £400 off 2.0 Sport Tech RC

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0808 156 5635 / Dealers: 136

Warranty: 3 years/unlimited miles

A-Class - 4292x1780mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 A 180 SE	D	51.4	9.2	128	18	£20715
1.6 A 180 Sport	E	51.4	9.2	133	18	£21840
1.6 200 Sport	E	48.6	8.4	134	23	£23365
1.9 auto A 250 AMG Sport	F	45.6	6.6	145	33	£27440
1.9 auto A 250 Engineered AMG	F	44.1	6.6	148	34	£29360
1.5 A 180 CDI ECO SE	A	78.5	11.3	92	15	£21965
1.5 A 180 CDI ECO Sport	A	78.5	11.3	92	16	£22785
1.8 A 200 CDI Sport	C	62.8	9.3	118	20	£23860
2.1 auto A 220 CDI AMG Sport	C	64.2	8.2	115	20	£27760
2.0T auto A 45 AMG	G	40.9	4.6	161	43	£38195

Auto: add £1450, AMG Sport: add £1250 to A200 and A180 CDI Sport, 4MATIC: add £1550 to A250

B-Class - 4393x1786mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 B 180 SE	D	50.4	9.3	129	19	£21500
1.6 B 200 SE	D	50.4	8.6	130	22	£22575
2.1 auto B 220 CDI 4MATIC Sport	D	56.5	8.3	130	19	£28625
1.5 B 180 CDI ECO SE	A	78.5	11.6	94	15	£21865
1.5 B 180 CDI SE	B	68.9	11.6	108	15	£22575
1.2 B 200 CDI SE	C	65.7	9.9	111	19	£23650
2.1 auto B 220 CDI Sport	E	57.3	8.3	109	20	£27125

Auto: add £1450, Sport: add £725 to petrol SE, £595 to B 180 CDI SE, £775 to B 200 CDI, AMG Line: add £2000 to SE petrol, £1890 to B 180 CDI and B 200 CDI SE, add £1295 to B 220 CDI Sport, £1425 to 4MATIC

CLA-Class - 4630x1777mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.8 CLA 200 CDI Sport	C	64.2	9.4	117	25	£26925
2.1 auto CLA 220 CDI Sport	C	62.8	8.2	117	28	£29775
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£24775
2.0 auto CLA 250 4MATIC AMG Sp	G	42.8	6.6	154	35	£33440
2.0T auto CLA 45 AMG	G	39.8	4.6	161	45	£42270

Auto: add £1450, AMG Sport: add £2200 to Sport models, Shooting Brake: add £850-£980

C-Class - 4686x1810mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 C 200 AMG Line	D	51.4	7.5	128	31	£30760
2.0 auto C 200 AMG Line	D	51.4	7.3	127	32	£32260
2.0 C 200 BlueTEC AMG Line	B	72.4	9.7	106	26	£32745
2.0 C 200 BlueTEC SE	B	72.4	9.7	102	25	£28985
2.0 C 200 SE	D	53.3	7.5	123	29	£27270
2.1 C 220 BlueTEC AMG Line	B	68.9	7.7	106	31	£33270
2.1 C 220 BlueTEC SE	B	70.6	7.7	103	29	£29780
2.1 aut C 220 BlueTEC AMG Line	C	64.2	7.4	113	31	£34770
2.1 aut C 250 BlueTEC AMG Line	C	64.2	6.6	113	37	£35925
2.1 aut C 250 BlueTEC SE	B	65.7	6.6	109	35	£32435
2.1 aut C 300 BlueTEC Hyb AMG L	A	78.5	6.4	99	37	£38535
2.1 aut C 300 BlueTEC Hybrid SE	A	78.5	6.4	94	36	£35045
4.0T auto AMG C 63	J	34.5	4.1	192	47	£59795
4.0T auto AMG C 63 S	J	34.5	4.0	192	48	£66545

Auto: add £1500, SE Executive: add £995 to SE (not C220 BlueTEC), Sport: add £1995 to SE, Estate: add £1200

E-Class - 4879x1854mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 27

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 auto E 200 AMG Line	F	46.3	7.9	142	40	£36850
2.0 auto E 200 SE	E	47.9	7.9	138	43	£34340
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	128	39	£36765
2.1 auto E 220 BlueTEC SE	D	64.2	8.3	116	38	£34270
2.0 auto E 250 AMG Line	F	46.3	7.4	142	41	£37980
2.0 auto E 250 SE	E	47.9	7.4	138	41	£35470
2.1 auto E 250 CDI AMG Line	E	55.4	7.5	134	43	£39445
2.1 auto E 250 CDI SE	D	57.7	7.5	129	41	£36820
2.1 aut E 300 B7EC Hybrid AMG LiB	B	67.3				



	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.1 auto ML 250 BlueTEC SE Exec	G	46.3	9.0	154	38	£48190
3.0 auto ML 350 BlueTEC SE Exec	J	39.2	7.4	179	43	£51335
5.5 V8T auto ML 63 AMG	M	23.9	4.8	276	50	£86995

AMG Line: add £2660 to SE Executive

GL-Class - 5141x1982mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto GL 350 CDI AMG Sport	K	35.3	7.9	209	49	£60750
5.5 V8T auto GL 63 AMG	M	23.0	4.9	288	50	£93350

G-Class - 4763x1855mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 auto G 350 BlueTEC	M	25.2	9.1	295	50	£86435
5.5 V8T auto G 63 AMG	M	20.5	5.4	322	50	£129655

C-Class Coupe - 4590x1770mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.8 C 180 AMG Sport Edition	F	44.1	8.5	149	32	£29965
2.2 C 220 CDI Executive SE	B	68.9	8.4	109	34	£31130
2.2 C 220 CDI AMG Sport Edition	E	68.9	8.4	109	38	£32460
2.2 C 220 CDI AMG Sport Edition	F	52.3	7.0	143	38	£33515
6.3 V8 auto C 63 AMG Edition 507	M	23.5	4.2	280	50	£68495

Auto: add £1500

E-Class Coupe - 4698x1786mm, **EURO-NCAP** N/A
DRIVER POWER POS: 27

2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38420
2.1 auto E 220 BlueTEC AMG Line	D	57.7	8.3	129	40	£39110
2.1 auto E 220 BlueTEC SE	D	60.1	8.3	129	40	£36615
3.0 auto E 250 CDI AMG Line	F	57.7	7.3	129	44	£40730
2.0 auto E 250 BlueTEC AMG Line	E	54.3	6.2	136	47	£42425
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46110

E-Class Cabriolet: add £3370-£3500

S-Class Coupe - 4698x1786mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.6 auto S 500 AMG Line	K	49.6	4.6	219	50	£96190
5.5 V8T auto S 63 AMG	L	47.2	4.2	237	50	£125595
6.0 V12T auto S 65 AMG	M	37.2	4.1	279	50	£183065

SLK-Class - 4134x1810mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.8 SLK 200 AMG Sport	G	41.5	7.3	158	41	£34750
1.8 SLK 250 AMG Sport	H	42.8	6.6	169	42	£38705
2.2 auto SLK 250 CDI	E	56.5	6.7	132	42	£33150
2.2 auto SLK 250 CDI AMG Sport	E	56.5	6.7	132	42	£37150
2.0 auto SLK 350 AMG Sport	H	39.8	5.6	167	45	£44605
5.5 V8 SLK 55 AMG	J	33.6	4.6	195	50	£53345

Auto: add £1520 to SLK 200, add £1410 to SLK 250

SL-Class - 4617x1877mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 V6T auto SL 400 AMG Sport	I	36.7	5.2	178	50	£72500
4.7 auto SL 500 AMG Sport	K	30.7	4.6	212	50	£81915
5.5 V8T auto SL 63 AMG	L	28.5	4.3	231	50	£112510
6.0 V12T auto SL 65 AMG	M	24.4	4.0	270	50	£170815

AMG GT - 4546x1939mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.0 V8T (462) DCT AMG GT	K	30.4	4.0	216	50	£97195
4.0 V8T (510) DCT AMG GT S	K	30.1	3.8	219	50	£104095

MG

www.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46
Warranty: 3 years/60000 miles

MG3 - 4018x1729mm, **EURO-NCAP** ★★☆☆
DRIVER POWER POS: N/A

1.5 (106) 3 Time	E	48.7	10.4	136	4	£8399
1.5 (106) 3 Form	E	48.7	10.4	136	4	£9299
1.5 (106) 3 Form Sport	E	48.7	10.4	136	4	£9549
1.5 (106) 3 Style	E	48.7	10.4	136	4	£9999

MG6 - 4651x1827mm, **EURO-NCAP** N/A
DRIVER POWER POS: 6

1.8 TCI GT S 5dr	H	37.7	8.4	174	13	£15455
1.8 TCI GT SE 5dr	H	37.7	8.4	174	14	£16955
1.8 TCI GT TSE 5dr	H	37.7	8.4	174	14	£18955
1.9 DTI-Tech GT S 5dr	D	57.6	8.9	129	14	£16995
1.9 DTI-Tech GT SE 5dr	D	57.6	8.9	129	14	£18195
1.9 DTI-Tech GT TSE 5dr	D	57.6	8.9	129	15	£20195

Magnette 4dr: add £1000 (TSE only)

MINI

www.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148
Warranty: 3 years/unlimited miles

MINI - 3821-3850x1727mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.2T One	B	61.4	9.9	108	20	£13750
1.2 One D	A	83.1	11.0	89	20	£14890
1.5T Cooper	B	52.0	7.9	105	20	£15300
1.5T Cooper D	A	74.0	9.2	92	17	£16450
2.0T Cooper S	E	49.0	6.8	133	28	£18655
2.0 Cooper SD	B	68.9	7.4	106	23	£19450

Auto: add £1270 to One, Cooper, Cooper D, add £1500 to Cooper S, 5dr: add £600 to Cooper and above

Convertible - 3723x1683mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.6 Cooper	E	49.6	11.1	133	18	£17850
1.6 Cooper D	B	70.6	10.3	105	19	£18910
1.6T Cooper S	E	47.1	7.3	139	32	£21050
1.6T John Cooper Works	H	41.5	6.9	169	36	£25295
1.6 One	E	49.6	11.3	133	14	£16420
2.0 Cooper SD	C	62.8	8.7	118	23	£21730

Paceman - 4110x1789mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 Cooper	E	47.1	10.4	140	16	£18980
1.6 Cooper D	C	64.2	10.8	115	15	£20210
1.6T Cooper S	F	46.3	7.5	143	30	£22350
2.0 Cooper SD	D	61.4	9.2	122	20	£23070
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29440

Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Countryman - 4097x1789mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.6 Cooper	E	47.0	10.5	140	16	£18510
1.6 Cooper D	C	64.0	10.9	115	16	£19740
1.6T Cooper S	F	46.0	7.6	143	30	£21890
1.6 One	E	47.0	11.9	139	12	£16990
1.6 One D	C	64.0	12.9	115	13	£17980
2.0 Cooper SD	D	61.0	9.3	122	20	£22610
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28870

Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Coupe - 3728x1683mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£16840
1.6T Cooper S	E	49.0	6.9	136	30	£19990
1.6T John Cooper Works	G	40.0	6.4	165	36	£24010
2.0 Cooper SD	C	66.0	7.9	114	22	£20710

Auto: add £1085 to Cooper, add £1145 to Cooper S5D

Roadster - 3728x1683mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.6 Cooper	D	52.0	9.0	127	17	£16260
1.6T Cooper S	E	49.0	6.9	136	30	£21145
1.6T John Cooper Works	G	40.0	6.4	165	36	£24995
2.0 Cooper SD	C	66.0	7.9	114	22	£21860

Auto: add £1085 to Cooper, add £1145 to Cooper S5D

MITSUBISHI

www.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113
Warranty: 3 years/unlimited miles

i - 3475x1475mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

48kW auto i-MIEV	A	N/A	16.0	0	27	£23499
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Mirage - 3710x1665mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 Mivec 1	A	67.3	13.6	96	15	£8999
1.2 Mivec 2	A	68.9	11.7	96	18	£10999
1.2 Mivec 3	A	65.7	11.7	100	18	£11999
1.2 Mivec auto 3	A	68.9	12.8	95	18	£12999

ASX - 4295x1770mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.6 2	E	47.1	11.4	137	13	£14999
1.6 3	E	47.1	11.4	137	13	£17250
1.8 Di-D 3	E	55.4	10.2	134	19	£19250
1.8 Di-D 4WD 4	E	54.3	10.6	136	19	£23249
2.2 Di-D auto 4WD 4	G	48.7	10.8	153	20	£24649

Outlander - 4655x1800mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.2 Di-D GX2	E	53.3	10.2	138	22	£23799
2.2 Di-D GX3	E	52.3	10.2	140	23	£26599
2.2 Di-D GX4	E	52.3	10.2	140	24	£30499
2.2 Di-D auto GX5	G	48.7	11.7	153	22	£33999
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26	£28249	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27	£28849	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	24	£34999	

Auto: acid 1400 to GX4

Auto: add £1400 to GX4

L200 - 5005-5185x1750mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.5 Di-D Trojan Double Cab	K	35.8	12.1	208	22	£21599
2.5 Di-D Warrior Double Cab	K	35.8	12.1	208	23	£23519
2.5 Di-D Barbarian Double Cab	K	35.8	12.1	208	24	£27119
2.5 Di-D Walkinshaw Double Cab	K	35.8	12.1	208	27	£33430

Auto: add £1680 (not Trojan), Black: add £840 to Trojan/Barbarian

Shogun - 4385-4900x1875mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.2 Di-DC SWB SG2	K	36.2	9.7	207	32	£26199
3.2 Di-DC SWB Warrior	K	36.2	9.7	207	30	£29369
3.2 Di-DC LWB SG2	K	34.9	10.5	213	32	£28599
3.2 Di-DC auto LWB SG3	K	33.2	11.1	224	34	£33799
3.2 Di-DC auto LWB SG4	K	33.2	11.1	224	34	£36799

Auto: add £1685 to SG2/Warrior

MORGAN

www.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18
Warranty: 2 years/unlimited miles

3 Wheeler - 3225x1720mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	50	£25950
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4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Roadster - 4010x1630-1751mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.6 4/4	F	44.1	8.0	143	N/A	£33075
2.0 Plus 4	G	40.4	7.5	162	N/A	£36285
3.7 Roadster	L	28.8	5.5	230	N/A	£45900
4.8 Plus 8	M	23.0	4.5	282	N/A	£85200

4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster

Aero - 4147x1751mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.8 V8 auto Aero Coupe	M	23.0	4.5	282	N/A	£99950
4.8 V8 auto Aero Supersports	M	23.0	4.5	282	N/A	£126900

Manual: no cost option

NISSAN

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
www.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225 Warranty: 3 years/60000 miles						
Micra - 3780x1675mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						

1.2 (80) Visia	C	56.5	13.7	115	5
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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 HDI (115) Active	E	56.4	12.9	132	14	£22445
2.0 HDI (150) Active	F	51.3	10.0	142	18	£23450
Auto: add £850 to 1.6 HDI; £1205 to 2.0 HDI; Allure: add £1750 to Active (not 1.6 VTI)						

2008 - 4159x1739-1829mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 11

1.2 VTI (82) Access+	C	57.6	13.5	114	10	£12995
1.4 HDI (70) Access+	B	70.6	14.9	104	10	£14295
1.2 VTI (82) Active	C	57.6	13.5	114	11	£14095
1.6 VTI (120) Active	E	47.9	9.5	135	19	£15050
1.4 HDI (70) Active	B	70.6	14.9	104	10	£15395
1.6 e-HDI (92) EGC Active	A	74.3	13.3	98	17	£16645
1.2 VTI (82) Allure	C	57.6	13.5	114	11	£15295
1.6 VTI (120) Allure	E	47.9	9.5	135	20	£16450
1.6 e-HDI (92) EGC Allure	A	74.3	13.3	98	18	£17845
1.6 e-HDI (115) EGC Allure	B	70.6	10.4	106	20	£18045
1.6 VTI (120) Feline Calima Amb	E	47.9	9.5	135	19	£17850
1.6 e-HDI (92) Feline Calima Amb	B	70.6	12.8	103	17	£18845
1.6 e-HDI (115) Feline Calima Amb	B	70.6	10.4	106	20	£19445
Auto: add £600 to 1.6 e-HDI Active and Allure, £800 to 1.6 VTI Allure, Feline Mistral Ambience: add £200 to Calima Ambience						

RCZ - 4290x1845mm, **EURO-NCAP** N/A
DRIVER POWER POS: 20

1.6 THP (156) Sport	F	44.1	8.3	149	27	£22100
1.6 THP (200) GT	G	42.1	7.6	155	33	£26900
2.0 HDI (163) Sport	E	53.2	8.7	139	29	£23950
1.6 THP (270) R	F	44.8	5.9	145	42	£32000
Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport						

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 V6 PDK Panamera Diesel	G	44.8	6.4	166	46	£65289
3.0 V6 Tipt Panamera S E-Hybrid	A	91.1	5.5	71	50	£84401
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£63913
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£82439
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£93391
4.8 V8TT PDK Panamera Turbo	L	27.7	4.1	239	50	£108006
Panamera 4: add £3561 to Panamera, Panamera 4S: add £3642 to Panamera S, Turbo S: add £23146 to Turbo						

Macan - 4681x1923mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

2.0T PDK Macan	H	39.2	6.9	168	35	£40276
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£43300
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£43300
3.6 V6 PDK Macan Turbo	K	31.7	4.8	208	44	£59300

Cayenne - 4855x1939mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£49902
3.0 V6 Tipt Cayenne S E-Hybrid	A	93.1	5.9	79	49	£61474
4.2 V8 Tiptronic Cayenne S Diesel	K	38.3	5.4	209	50	£61474
3.6 V6 Tiptronic Cayenne S	K	29.7	5.5	223	48	£60218
4.8 V8TT Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£92628

Boxster - 4374x1801mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.7 Boxster	J	34.4	5.8	192	40	£38810
3.4 Boxster S	K	32.1	5.1	206	43	£47035
3.4 Boxster GTS	K	31.4	5.0	211	44	£52879
PDK: add £1922 (£2351 to GTS, not GT4)						

Cayman - 4380-4438x1801mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

2.7 Cayman	J	34.4	5.7	192	37	£39694
3.4 Cayman S	K	32.1	5.0	206	41	£48783
3.4 Cayman GTS	K	31.4	4.9	211	43	£55397
3.4 Cayman GT4	L	27.4	4.4	238	N/A	£64451
PDK: add £1922 (£2351 to GTS, not GT4)						

911 - 4491-4545x1808-1880mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

3.4 Carrera	K	31.0	4.8	212	46	£73509
3.4 Carrera 4	K	31.0	4.1	215	46	£78365
3.8 Carrera 4S	K	30.7	4.3	217	47	£88400
3.8 Carrera S	K	29.7	4.5	224	47	£83545
3.8 Carrera GTS	K	29.7	4.4	223	47	£91098
3.8 PDK Turbo	L	29.1	3.4	227	50	£120598
3.8 PDK Turbo S	L	29.1	3.1	227	50	£142120
3.8 PDK GT3	M	22.8	3.5	289	50	£100540
4.0 PDK GT3 RS	M	22.2	3.3	341	50	£131296
PDK: add £2387, Cabrio: add £8659 to Carrera/4/Turbo S, £8660 to Carrera S/4S/GTS, £8340 to Turbo, Targa: add £8012 to Carrera 4/4S						

918 Spyder - 4643x1940mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

4.6 V8 hybrid PDK	A	85.6	2.8	79	N/A	£878155
4.6 V8 hybrid PDK Weissach	A	94.2	2.8	70	N/A	£853155

PROTON

www.proton.co.uk / Brochure: 0800 781 0777 / Dealers: 85
Warranty: 3 years/50000 miles

Savvy - 3710x1643mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.2 Style	E	50.0	13.9	134	8	£7995
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Satria Neo - 3905x1710mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.6 GSX	G	43.0	11.5	157	3	£8495
1.6 Sport	G	43.0	11.5	157	3	£9495

Gen2 - 4310-4477x1725mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

1.3 GLS Sdr	G	41.0	13.5	164	6	£9195
1.6 GSX Ecologic Sdr	H	40.0	12.6	170	7	£11195
Persona 4dr: same price as Sdr						

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
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Warranty: 4 years/10000 miles
Twizy - 2338x1234mm, **EURO-NCAP** N/A
DRIVER POWER POS: N/A

17hp Urban	A	N/A	N/A	0	10	£6895
17hp Technic	A	N/A	N/A	0	11	£7595
Battery hire: £45-£67 per month						

Twingo - 3590x1640mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

1.0 SCe (70) Expression	B	62.8	12.0	105	2	£9495
1.0 SCe (70) Play	B	62.8	12.0	105	3	£9995
1.0 SCe (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
900cc TCe (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
900cc TCe (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545

Zoe - 4084x1730mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: N/A

75hp Zoe Expression	A	N/A	13.5	0	15	£13995
75hp Zoe Dynamique Zen/Intens	A	N/A	13.5	0	16	£15195
75hp Zoe i Expression	A	N/A	13.5	0	15	£15195
75hp Zoe i Dynamique Zen/Intens	A	N/A	13.5	0	16	£20043
Zoe models: add battery hire from £25 per month						

Clio - 4062x1731mm, **EURO-NCAP** N/A
DRIVER POWER POS: 38

1.2 16v (75) Expression	D	51.4	15.4	127	7	£10995
1.2 16v (75) Expression+	D	51.4	15.4	127	8	£12495
900cc TCe (90) Expression+	B	62.8	12.2	104	9	£13495
1.5 dCi (90) Expression+	A	83.1	11.7	90	13	£14595
1.2 16v (75) Dynamique	D	51.4	15.4	127	8	£13495
900cc TCe (90) Dynamique	B	62.8	12.2	106	9	£14495
1.5 dCi (90) Dynamique	A	83.1	11.7	90	13	£15595
900cc TCe (90) Dynamique S	B	62.8	12.2	105	10	£15495
1.5 dCi (90) Dynamique S	A	83.1	11.9	93	13	£16595
1.2 TCe (120) EDC GT Line	C	54.3	9.9	120	14	£17395
1.6T (200) EDC Renaultsport	F	44.8	6.7	144	29	£18995
1.6T (200) EDC Renaultsport Lux	F	44.8	6.7	144	29	£19995
Auto: add £1300 to dCi Dynamique/Dynamique S, ECO: add £250 to 1.5 dCi and 900 TCe						

Megane - 4295x1808mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 92

1.6 (110) Expression+	G	40.9	10.5	159	13	£16750
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy TCe (115) Expression+	C	53.3	10.9	119	16	£17570
1.6 (110) Limited	G	40.9	10.5	159	13	£18250
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£19745
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	17	£17750
1.2 Energy TCe (115) Dynamique	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynamique T	B	68.9	12.3	106	15	£18245
1.6 Energy dCi (130) Dynamique T	B	70.6	9.8	104	17	£19745
2.0 GT 220	H	38.7	7.6	169	31	£19745
Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Sport Tourer: add £1000						

Megane Coupe - 4299x1808-1848mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 92

1.6 (110) Limited	G	40.9	10.5	159	14	£18750
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.6 (110) Dynamique TomTom	G	40.9	10.5	159	15	£18250
1.2 Energy TCe (115) Dynamique	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynamique	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynamique	B	70.6	9.8	104	20	£21445
2.0 GT 220	H	38.7	7.6	169	31	£24230
2.0T Renaultsport 265	H	37.7	6.0	174	36	£25930
2.0T Renaultsport 275 Trophy	H	37.7	6.0	174	36	£28930
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110), GT Line TomTom: add £1500 to Dynamique TomTom (not 1.6 (110)), Coupe Cabrio: add £3600						

Scenic - 4366-4573x1845mm, **EURO-NCAP** ★★★★★
DRIVER POWER POS: 53

1.6 VVT (110) XMOD Dynam Tom	I	36.7	11.7	178	19	£19365
1.2 TCe (115) XMOD Dynam Tom	E	46.3	11.7	140	18	£20455
1.5 dCi (110) XMOD Dynam Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) XMOD Dynam Tom	C	64.2	10.3	114	24	£22395
1.2 TCe (130) XMOD Dynam Tom	F	44.1	11.4	145	20	£22305
1.6 VVT (110) Dynam TomTom	H	38.2	11.7	174	19	£19360
1.2 TCe (115) S/S Dynamique Tom	E	47.9	11.7	135	19	£20455
1.2 TCe (130) S/S Dynamique Tom	E	45.6	11.4	140	20	£20805
1.5 dCi (110) S/S Dynamique Tom	B	68.9	12.5	105	19	£21295
1.6 dCi (130) S/S Dynamique Tom	C	64.2	10.3	114	24	£22395
Auto: add £100 to dCi (110), Limited: add £500 to Dynamique						
TomTom Tom (next XMOD). Grand Scenic: add £200 to Scenic						

www.seat.co.uk / Brochure: 0500 222 222 / Dealers: 128
Warranty: 3 years/60000 miles

Mil - 3540x1641mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 12v (60) S 3dr	B	62.8	14.4	105	£1895
1.0 12v (60) S A/C 3dr	B	62.8	14.4	105	£1895
1.0 12v (60) Ecomotive 3dr	A	68.9	14.4	96	£1930
1.0 12v (60) SE 3dr	B	62.8	14.4	105	£1930
1.0 12v (60) i-TECH 3dr	B	62.8	14.4	105	£1930
1.0 12v (75) Sport 3dr	B	60.1	13.2	108	£10380
1.0 12v (75) by MANGO 3dr	B	60.1	13.2	108	£10395

Auto: add £1130 to SE, 5dr; add £350

Ibiza - 4031-4072x1693mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 12v (70) S A/C SC 3dr	D	52.3	13.9	125	£11410
1.2 TDI S A/C SC 3dr	A	72.4	13.9	102	£13305
1.2 TDI S Ecomotive SC 3dr	A	80.7	13.9	92	£13305
1.4 16v SE SC 3dr	E	47.9	11.8	139	£12545
1.4 16v Toca 3dr	E	47.9	11.8	139	£12870
1.4 16v 30 Years 3dr	E	47.9	11.8	139	£12870
1.2 TDI DSG SE SC 3dr	D	53.3	9.7	124	£14185
1.2 TDI SE Ecomotive SC 3dr	A	80.7	13.9	92	£14360
1.6 TDI SE SC 3dr	C	65.7	10.5	112	£14390
1.6 TDI -TECH SC 3dr	C	55.4	9.8	119	£13790
1.2 TSI FR SC 3dr	C	55.4	9.8	119	£14190
1.4 TSI ACT FR SC 3dr	B	60.1	7.8	109	£15495
1.6 TDI FR SC 3dr	C	65.7	10.5	112	£15910
2.0 TDI FR SC 3dr	D	60.1	8.2	123	£17085
1.4 TSI DSG Cupra SC 3dr	E	47.9	6.9	139	£17180

DSG: add £895 to 1.2 TSI FR, 5dr; add £500 to SC, ST; add £1100, FR Edition: add £600 to 1.4 TSI ACT FR

Toledo - 4482x1703mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI (85) S	C	55.4	11.8	119	£14265
1.2 TSI (105) S	C	56.5	10.4	116	£15295
1.2 TSI (105) i-TECH	C	56.5	10.4	116	£17105
1.4 TSI (122) DSG SE Nav	F	45.6	9.5	146	£17965
1.6 TDI (105) Ecomotive S	B	72.4	10.6	104	£17150
1.6 TDI (105) Ecomotive i-TECH	B	72.4	10.6	104	£18870

SE Nav: add £1200 to S (not 1.2 TSI (85))

Leon - 4263x1784mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI S 5dr	C	57.6	10.0	114	£16115
1.6 TDI S 5dr	A	74.3	10.7	99	£17815
1.2 TSI SE 5dr	C	57.6	10.0	114	£17235
1.4 TSI SE 5dr	C	54.3	8.2	119	£17835
1.6 TDI (105) SE 5dr	A	74.3	10.7	99	£18395
1.6 TDI (110) Ecomotive SE 5dr	A	85.6	10.7	87	£19925
2.0 TDI (150) SE 5dr	B	68.9	8.4	106	£19285
1.4 TSI ACT FR 5dr	C	54.3	8.2	119	£20000
1.8 TSI FR 5dr	E	47.1	7.5	139	£20775
2.0 TDI (150) FR 5dr	B	68.9	8.4	106	£20180
2.0 TDI (184) FR 5dr	C	65.7	7.5	112	£22820
2.0 TSI (265) Cupra SC 3dr	F	44.1	5.9	149	£25960
2.0 TSI (280) Cupra 5dr	F	44.1	5.8	149	£25910
2.0 TDI (150) X-PERIENCE SE	D	57.6	8.7	129	£24385
2.0 TDI (184) DSG X-PER SE Tech	E	55.4	7.1	133	£28870

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, SC 3dr; £300 less than 5dr, Leon ST; add £825

Altea - 4282x1768mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.6 TDI (105) Ecomotive i-TECH	C	62.8	12.2	119	£19345
2.0 TDI (140) i-TECH	D	57.6	9.7	129	£20145

DSG: add £870 to 1.6 TDI, Altea XL; add £720

Alhambra - 4854x1904mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
2.0 TDI (140) Ecomotive S	F	50.0	10.9	146	£25630
2.0 TDI (140) i-TECH	F	50.0	10.9	146	£28630
2.0 TDI (177) SE Lux	G	49.0	9.5	158	£24220

DSG: add £1285, SE; add £1875 to S, SE Lux; add £5315 to S

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/60000 miles

Citigo - 3563x1641mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 2

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 MPI (60) S 3dr	B	62.8	14.4	105	£8210
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	£9060
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	£10590
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	£10090
1.0 MPI (75) Elegance 3dr	A	67.3	13.2	98	£210695

ASG auto: add £305 to SE and Elegance (75), 5dr; add £350, GreenTech; add £360 to (60) SE and Elegance

Fabia - 3992x1732mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 MPI (60) S	B	60.1	15.7	106	£210600
1.0 MPI (75) S	B	58.8	14.7	108	£214460
1.2 TSI (110) DSG S	B	60.1	9.4	109	£13740
1.4 TDI (90) S	A	83.1	11.1	88	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	£14400
1.4 TDI (90) SE	A	83.1	11.1	88	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L; add £850 to SE, Estate; add £1000 to selected models

Rapid - 4483x1706mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI (75) S	E	47.9	13.9	137	£13190
1.2 TSI (86) S	E	55.4	11.8	119	£13980
1.2 TSI (86) SE	C	55.4	11.8	119	£14930
1.2 TSI (105) SE	D	52.3	10.3	125	£15630
1.2 TSI (105) Sport	D	52.3	10.3	125	£15630
1.4 TSI (122) DSG SE	E	48.7	9.5	134	£17425
1.6 TDI (105) SE	C	64.2	10.4	114	£17380
1.2 TSI (105) Elegance	D	49.0	10.3	125	£16380
1.6 TDI (105) Elegance	C	50.4	10.4	114	£18130
1.6 TDI (90) GreenLine	A	74.3	12.0	99	£17815

Rapid Spaceback: add £540, GreenTech; add £250 to 1.2 TSI (86), 1.4 TSI, and all 1.6 TDI SE and Elegance models

Octavia - 4659x1814mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI (105) S	C	57.7	9.9	114	£16310
1.6 TDI (105) S	A	74.3	10.4	99	£18360
1.2 TSI (105) SE	C	57.7	9.9	114	£18660
1.4 TSI (140) SE	D	53.3	8.1	121	£18860
1.6 TDI (105) SE	A	74.3	10.4	99	£19170
2.0 TDI (150) SE	B	68.9	8.2	106	£20610
1.4 TSI (140) Elegance	D	53.3	8.1	121	£20560
1.6 TDI (105) Elegance	A	74.3	10.4	99	£21410
2.0 TDI (150) Elegance	B	68.9	8.2	106	£22310
1.8 TSI (180) Laurin & Klement	F	46.3	7.3	141	£25670
2.0 TDI (150) Laurin & Klement	B	68.9	8.2	106	£26410
1.6 TDI (110) GreenLine III	A	74.3	10.6	85	£20300
2.0 TDI (184) vRS	C	61.4	8.1	119	£24020
2.0 TSI (220) vRS	F	45.6	6.8	142	£23755
2.0 TDI (150) 4x4 Scout	D	55.4	9.1	129	£25315
2.0 TDI (184) DSG 4x4 Scout	E	55.4	7.8	134	£27990

DSG: add £1250 (£1390 to vRS), Estate; add £800, SE Business; £150 less than SE (1.6 & 2.0 TDI only), Black Edition: add £275 to 1.6 TDI and 2.0 TDI Elegance models

Superb - 4833x1817mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 3

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.4 TSI (125) S	E	47.9	10.5	138	£18690
1.6 TDI (105) Eleg GreenLine III	B	67.3	12.2	109	£12390
1.6 TDI (105) S	C	62.8	12.1	117	£19890
1.6 TDI (105) S GreenLine III	B	67.3	12.2	109	£20200
1.6 TDI (105) SE GreenLine III	B	67.3	12.2	109	£21665
1.8 TSI Elegance DSG	G	40.4	8.4	162	£27125
1.8 TSI SE	G	41.5	8.2	158	£27125
2.0 TDI (140) Elegance	C	61.4	10.0	119	£24840
2.0 TDI (140) Laurin & Klement	C	61.4	10.0	119	£24840
2.0 TDI (170) Elegance	C	61.4	8.6	120	£25770
2.0 TDI (170) Laurin & Klement	C	61.4	8.6	120	£25770
2.0 TDI (140) S	C	61.4	10.0	119	£24090
2.0 TDI (140) SE	C	61.4	10.0	119	£22130
2.0 TDI (170) SE	C	61.4	8.6	120	£25305
3.6 V6 DSG Elegance 4x4	K	30.4	6.4	215	£30655
3.6 V6 DSG Laurin & Klement 4x4	K	30.4	6.4	215	£32645

DSG: add £1435 to 2.0 TDI, Estate; add £1215, 4x4; add £1585 to 2.0 TDI (140) Elegance and Laurin & Klement, 4x4 DSG; add £2895 to 2.0 TDI (170), Outdoor; add £2000 to 2.0 TDI (140) 4x4 or 2.0 TDI (170) DSG 4x4 estates, Outdoor Plus: add £1000

Roomster - 4214x1684mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 81

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI (105) DSG S	E	50.0	11.0	134	£14185
1.2 TSI (86) S	E	50.0	12.6	134	£12750
1.2 TSI (105) SE	E	50.0	10.9	134	£14795
1.2 TSI (86) SE	E	50.0	12.6	134	£14130
1.2 12v (69) S	F	46.0	15.9	143	£12105
1.2 TSI (75) GreenLine II	B	67.0	15.4	109	£16325
1.6 TDI (105) SE	D	60.0	11.5	124	£15640
1.6 TDI (90) SE	D	60.0	13.3	124	£15415

Scout: add £660 to 1.2 TSI and 1.6 TDI SE

Yeti - 4223x1793mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 1

Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.2 TSI (105) S	F	46.3	11.4	142	£16715
1.6 TDI (105) GreenLine II S	C	61.4	12.1	119	£18205
2.0 TDI (110) S	E	55.4	11.6	134	£18055
1.2 TSI (105) SE	F	46.3	11.4	142	£18225
1.6 TDI (105) GreenLine II SE	C	61.4	12.1	119	£19715
2.0 TDI (110) SE	E	55.4	11.6	134	£19565
1.2 TSI (105) Elegance	F	46.3	11.4	142	£20050
1.6 TDI (105) GreenLine II Elegance	C	61.4	12.1	119	£21475
2.0 TDI (110) Elegance	E	55.4	11.6	134	£21390
2.0 TDI (140) Outdoor SE 4x4	G	48.7	9.9	152	£22030
2.0 TDI (140) Outdoor Elegance 4x4	G	48.7	9.9	152	£23965
2.0 TDI (170) Outdoor Elegance 4x4	F	49.6	8.4	149	£24640
1.8 TSI (160) Outdoor L&K 4x4	F	36.2	8.4	184	£22510
2.0 TDI (140) DSG Outdoor L&K 4x4	G	44.8	10.2	164	£27165
2.0 TDI (170) Outdoor L&K 4x4	F	49.6	8.4	149	£26740

DSG: add £1100 to 1.2 TSI, Yeti Outdoor: same price as standard car, 4x4; add £1640 to 2.0 TDI (110) Outdoor S and Outdoor SE

SMART

www.thesmartcar.co.uk / Brochure: 0808 000 8080 / Dealers: 48
Warranty: 3 years/unlimited miles

fortwo - 2695

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0T (115) Rocks	C	55.4	9.9	119	10	£15995
1.4T (150) Grand Slam	E	47.9	8.5	139	15	£16995

Start/Stop: add £295 to 1.2 VVT, 1.4 VVT (100), Glam: add £1395, Slam: add £1895, Adam Rocks Air: add £1000 to Adam Rocks

Corsa - 4021x1736x1746mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.2i (70) Life 3dr	D	52.3	16.0	126	2	£10900
1.4i (90) Life 3dr	D	54.3	13.2	121	6	£11245
1.3 CDTi (75) S/e ecoFLEX Life 3dr	A	74.3	14.8	100	6	£13150
1.2i (70) Sting 3dr	D	53.3	16.0	124	2	£8995
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9340
1.0T (115) S/e ecoFLEX Sting 3dr	C	57.6	10.3	114	11	£10625
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£10995
1.2i (70) Excite 3dr	D	52.3	16.0	124	2	£10995
1.4i (90) ecoFLEX Excite 3dr	C	55.4	13.2	119	6	£12310
1.0T (115) S/e ecoFLEX Excite 3dr	C	57.6	10.3	114	12	£14095
1.2i (70) Limited Edition 3dr	D	52.3	16.0	126	3	£13805
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14150
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£15635
1.2i (70) Design 3dr	D	52.3	16.0	126	3	£10900
1.4i (90) Design 3dr	D	54.3	13.2	121	6	£11245
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	9	£12730
1.3 CDTi (75) S/e ePLX Design 3dr	A	74.3	14.8	100	6	£13150
1.3 CDTi (95) S/e ePLX Design 3dr	A	85.6	11.9	87	9	£13650
1.2i (70) SRI 3dr	D	53.3	16.0	124	3	£11595
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£11940
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	9	£13425
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	10	£12595
1.3 CDTi (75) S/e ePLX SRI 3dr	A	76.3	14.8	99	6	£13845
1.3 CDTi (95) S/e ePLX SRI 3dr	A	88.3	11.9	85	9	£14345
1.2i (70) SE 3dr	D	53.3	16.0	124	3	£12240
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£12585
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	102	9	£14070
1.2i (70) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	10	£14200
1.3 CDTi (75) S/e ePLX SE 3dr	A	76.3	14.8	99	7	£14490
1.3 CDTi (95) S/e ePLX SE 3dr	A	88.3	11.9	85	9	£14990

Auto: add £655 to 1.4i (90) (not Life, Sting, Limited Edition), 5dr: add £600 (not Sting R), SRI VIX-Line: add £1035 to SRI

Astra - 4290-4419x1753-1814mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.4 VVT (100) Expression	D	51.0	14.0	129	9	£12995
1.4 VVT (100) Design	F	50.0	12.9	129	9	£15250
1.6 VVT (115) Design	F	45.0	10.9	147	12	£16060
1.3 CDTi (95) ecoFLEX S/S Design	B	72.0	13.8	104	12	£16835
1.6 CDTi (110) ecoFLEX Design	A	63.0	11.8	94	15	£17735
1.6 CDTi (136) ecoFLEX Design	B	63.0	10.7	104	18	£18330
1.4 VVT (100) Excite	D	51.0	12.9	129	9	£17755
1.6 VVT (115) Excite	F	45.0	10.9	147	12	£18565
1.7 CDTi (110) e/PLX S/S Excite	A	63.0	11.8	99	15	£18845
1.6 CDTi (165) Tech Line	C	63.0	8.5	119	10	£19995
1.4 VVT (100) SRI	F	51.0	12.9	129	9	£19995
1.6 VVT (115) SRI	F	46.0	10.9	146	12	£19545
1.4T (140) SRI	E	48.0	9.0	138	17	£20205
1.6T (180) SRI	G	42.0	7.9	159	12	£20810
1.6 CDTi (110) ecoFLEX SRI	A	63.0	11.8	94	15	£21740
1.6 CDTi (136) ecoFLEX SRI	B	63.0	10.7	104	18	£22335
1.7 CDTi (110) S/S 99g SRI	B	76.0	11.8	99	15	£21245
2.0 CDTi (165) SRI	C	63.0	8.5	119	20	£22825
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	136	26	£24265

Auto: add £1020 to 2.0 CDTi, £1320 to 1.6 VVT, Sports Tourer: add £670-£1145, Tech Line: add £1390 to Design, Tech Line GT: add £125 to Tech Line, Elite: add £1695 to SRI (selected models)

Ampere - 4498x1787mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.4 auto Positiv	A	235.4	9.0	27	20	£28750
1.4 auto Electron	A	235.4	9.0	27	21	£30495

Insignia - 4842x1856mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.8 VVT (140) Design 5dr	G	40.4	11.5	164	14	£16479
1.4T (140) S/S Design 5dr	D	54.3	10.9	123	15	£17394
2.0 CDTi (120) S/S Design 5dr	A	76.3	11.9	99	15	£18944
2.0 CDTi (130) Design	C	62.8	11.1	119	16	£18104
2.0 CDTi (140) ecoFLEX Design 5dr	A	76.3	10.5	99	18	£19194
2.0 CDTi (163) ecoFLEX Design	C	65.7	9.5	114	20	£19554
1.8 VVT (140) SRI 5dr	G	40.4	11.5	164	14	£18279
1.4T (140) S/S SRI 5dr	D	54.3	10.9	123	15	£19194
2.0 CDTi (120) S/S SRI 5dr	A	76.3	11.9	99	15	£20744
2.0 CDTi (130) SRI 5dr	C	62.8	11.1	119	16	£19904
2.0 CDTi (140) ecoFLEX SRI 5dr	A	76.3	10.5	99	19	£20994
2.0 CDTi (163) ecoFLEX SRI	C	65.7	9.5	114	20	£21354
2.0 BiCDTi (195) S/S SRI 5dr	D	60.1	8.7	125	24	£24814
2.0T (250) S/S SRI VIX-Line 5dr	H	39.2	7.5	169	26	£24449
1.4T (140) S/S Elite 5dr	J	60.1	7.8	186	15	£21574
1.6T (170) S/S Elite 5dr	E	47.9	9.2	139	20	£22964
2.0T (250) S/S Elite 5dr	H	39.2	7.5	169	26	£23699
2.0 CDTi (120) S/S Elite 5dr	A	76.3	11.9	99	16	£23124
2.0 CDTi (140) ecoFLEX Elite 5dr	A	76.3	10.5	99	19	£23734
2.0 CDTi (163) ecoFLEX Elite	C	65.7	9.5	114	20	£23734
2.0 Biturbo (195) S/S aut Elite 5dr	D	60.1	8.7	125	24	£23739
2.8 V6T VXR SuperSport 5dr	L	27.0	5.6	249	37	£29769

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2810 to 2.0T, Saloon: same price as 5dr (selected models), Sports Tourer: add £1430, Energy: add £2800 to Design, Limited Edition: add £1100 to Energy, SRI VIX-Line: add £1220 to SRI, SE: same price as SRI, Tech Line: add £850 to SRI

Insignia Country T'r - 4913x1856mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 82

2.0 CDTi (163) ecoFLEX	C	62.8	9.9	119	14	£24209
2.0 CDTi (163) ecoFLEX 4x4	F	50.4	10.9	147	12	£25354
2.0 Biturbo (195) 4x4 auto	H	42.8	9.9	174	16	£29714

Auto: add £1660 to 2.0 CDTi

Meriva - 4288x1812mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 82

1.4 VVT (100) Expression	E	46.3	13.9	140	8	£12625
1.4 VVT (100) S	E	46.3	13.9	140	8	£16420
1.4T VTI (120) S	E	47.9	11.5	139	11	£17155
1.3 CDTi (75) S	F	57.6	16.9	129	6	£17910
1.3 CDTi (95) ecoFLEX S	C	62.8	13.8	119	7	£19000
1.7 CDTi (110) auto S	G	46.3	12.9	160	12	£20340
1.6 CDTi (136) S	C	64.2	9.9	116	16	£19340
1.4 VVT (100) Tech Line (a/c)	E	46.3	13.9	140	7	£13995
1.3 CDTi (75) Tech Line (a/c)	E	57.6	16.9	129	5	£15610
1.4 VVT (100) SE (a/c)	E	46.3	13.9	140	8	£18445
1.4T VTI (120) SE (a/c)	E	47.9	11.5	139	14	£19175
1.4T VTI (140) SE (a/c)	G	44.2	10.3	151	14	£20095
1.7 CDTi (110) auto SE (a/c)	G	46.3	12.9	160	12	£22360
1.6 CDTi (136) SE (a/c)	C	64.2	9.9	116	16	£21370

Auto: add £1420 to 1.4T (120) Exclusiv, SE, Exclusiv: add £670 to S

Zafira Tourer - 4658x1884mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.4T (140) S/S Exclusiv	F	45.0	9.9	148	14	£22680
1.4T (140) S/S	F	45.0	9.9	148	15	£24020
1.8 VVT (140) SE	H	39.0	10.9	169	14	£21375
1.8 VVT (140) Exclusiv	H	39.0	10.9	169	14	£22375
1.6 CDTi (136) Exclusiv	B	54.0	11.5	109	11	£25400
2.0 CDTi (110) ES	A	50.4	11.5	137	11	£22630
2.0 CDTi (130) ecoFLEX S/S ES	C	63.0	10.6	119	15	£23300
2.0 CDTi (130) e/PLX S/S Exclusiv	C	63.0	10.6	119	15	£24300
2.0 CDTi (165) S/S Exclusiv	E	54.0	9.1	137	19	£24695
2.0 CDTi (130) ecoFLEX S/S SE	C	63.0	10.6	119	15	£25475
2.0 CDTi (165) S/S SE	E	54.0	9.1	137	19	£26090
2.0 CDTi (195) S/S Biturbo SE	E	50.4	8.5	149	21	£27740

Auto: add £1405 to 1.4T, £1285 to 2.0 CDTi (165), SRI: £45 less than SE, Tech Line: £2225 less than Exclusiv, Elite: add £1500 to SE

Mokka - 4280x1777mm, EURO-NCAP N/A DRIVER POWER POS: 29

1.6 16v (115) S/S Exclusiv	G	43.5	12.2	153	6	£18064
1.4T (140) S/S Exclusiv	E	47.1	9.6	139	12	£18724
1.7 CDTi (130) S/S Exclusiv	D	60.1	9.6	124	13	£19749

Auto: add £930 to 1.4T, £1010 to 1.7 CDTi, 4x4: add £1700, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

Antara - 4596x1850mm, EURO-NCAP N/A DRIVER POWER POS: N/A

2.2 CDTi (163) Exclusiv AWD	H	43.0	9.9	175	25	£23450
2.2 CDTi (163) Exclusiv FWD	H	43.0	9.9	167	25	£21300
2.2 CDTi (163) SE Nav AWD	H	43.0	9.9	175	28	£26325
2.2 CDTi (184) SE Nav AWD	H	43.0	9.6	175	28	£27385
2.4 (167) Exclusiv FWD	K	32.0	10.5	206	20	£19800

Auto: add £1185, Diamond: add £800 to Exclusiv diesels

GTC - 4466x1840mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: N/A

1.4T (120) S/S Sport	E	48.0	10.9	139	13	£18995
1.4T (140) S/S Sport	E	48.0	9.9	139	16	£19885
1.6T (200) Sport	H	39.0	8.3	154	25	£21250
1.7 CDTi (110) S/S Sport	C	63.0	11.9	119	13	£20850
1.7 CDTi (130) S/S Sport	C	63.0	10.8	119	13	£21450
2.0 CDTi (165) S/S Sport	D	59.0	8.9	127	20	£21955
2.0 CDTi (195) S/S Biturbo	D	53.3	7.8	139	27	£24175
2.0T (280) VXR	J	34.9	5.9	189	35	£22720

SRI: add £1410 to Sport, 109g/km: add £995 to 1.7 CDTi models

Cascada - 4696x1839mm, EURO-NCAP N/A DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.8	10.2	148	20	£23995
1.6T (170) auto SE	H	39.2	9.2	168	24	£27095
2.0 CDTi (165) S/S SE	E	54.3	9.6	138	23	£26080
2.0 CDTi (165) auto SE	G	45.6	9.6	163	23	£27600
2.0 CDTi Biturbo (195) S/S Elite	E	54.3	8.9	139	27	£29665

Auto: add Elite spec: add £2100 to SE

VXR8 - 4941x1781mm, EURO-NCAP N/A DRIVER POWER POS: N/A

6.2 V8 GTS	M	18.5	4.2	363	50	£54499
6.2 V8 GTS auto	M	18.0	4.2	373	50	£56224

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up! - 3540x1641mm, EURO-NCAP☆☆☆☆ DRIVER POWER POS: 22

1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9810
1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£8765
1.0 (75) High up! 3dr	B	60.0	13.2	108	2	£11385
1.0 (75) Rock up! 3dr	B	60.0	13.2	108	4	£13465
BEV (82) e-up! 5dr	A	N/A	12.4	0	10	£19270

Auto: add £595 to Move up! and High up!, 5dr; add £375 to 3dr (not Rock up!). BMT: add £360 to Move and High up!



F1 goes to Malaysia in turmoil



Stephen Errity

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AE AS Formula One heads to Kuala Lumpur, Malaysia, this weekend for the second race of the season, it seems Lewis Hamilton and Mercedes are the only satisfied members of the paddock.

Four-time constructors' champion Red Bull seemed no closer to catching the Mercedes at the season-opener in Australia than it did at the end of 2014 and the strain is beginning to show.

Team principal Christian Horner has criticised engine supplier Renault heavily, saying that the French brand was "a bit of a mess at the moment". Both Red Bull and junior team Toro Rosso use Renault power and two of those teams' four entries had engine failures in Australia.

Helmut Marko, right-hand man and F1 adviser to Red Bull's owner Dietrich Mateschitz, went even further, saying that the brand could pull out of F1 if the current engine problems remain.

"We'll evaluate the situation as every year and look into costs and revenues," he said. "If we're dissatisfied we could contemplate

Alonso (right) is training hard to be fit for Malaysia



■ **Red Bull threatens to quit the sport** ■ **German GP scrapped** ■ **Long road ahead for Honda**



Red Bull's Helmut Marko (left) says owner Mateschitz could lose interest



an F1 exit. The danger is there that Mr Mateschitz loses his passion for F1."

It's believed Renault is unhappy with the relative lack of exposure its F1 engine programme brings and is considering establishing a works team – possibly by taking over Toro Rosso.

New arrival Honda is another engine supplier in trouble – the McLaren's qualified at the back of the field in Melbourne and Kevin Magnussen also

suffered an engine failure on the way to the grid before the race started.

Pending final medical checks, Fernando Alonso is on course to make his belated return to McLaren in Malaysia after recovering from a concussion sustained in a pre-season crash, but the Spaniard is unlikely to be able to lift the team's fortunes.

According to McLaren boss Eric Boullier, the squad has a lot to do before it can get on terms with rivals

again. "There's no timeframe," he said. "I don't know yet when we will achieve a decent competitive result."

At Williams, Valtteri Bottas also faces a race against time to be fit for the Malaysian GP, after a back injury sustained in qualifying prevented him from starting the race in Australia.

Elsewhere, there was bad news for German F1 fans when bosses at the Hockenheim circuit announced they'd given up trying to reach an agreement to host the German GP, reducing the number of races from 20 to 19.

This weekend's Malaysian Grand Prix is live on both BBC1 and Sky Sports in the UK at 7am on Sunday.

"McLaren's Eric Boullier said there was a lot to do to get on terms with rivals"

Honda Civic Type R racer revealed

THE racing version of the new Honda Civic Type R broke cover testing at the Brands Hatch circuit in Kent last week.

Honda Yuasa Racing's British Touring Car Championship drivers Matt Neal and Gordon Shedden both took the wheel during the afternoon session, with Shedden saying: "We're champing at the bit to get this distinctive and aggressive-looking car out on track."

Neal added: "This is a car that not just us, but the whole automotive industry has been waiting for. It's a massive step forward from last year's Tourer – from the engine to the handling to the aerodynamics."

Based on the production model of the new Civic Type R, the race version



will develop 350bhp and 400Nm of torque. Honda says it has increased downforce and less drag compared to last year's Civic Tourer model.

Technical director Barry Plowman said: "It's going to win races. The

shape of the roadgoing Honda Civic Type R has allowed us to build on the design and take it forward to be a championship-winning car."

Brands Hatch will play host to the opening round of the BTCC on 5 April.

WHITE HOT

New Civic BTCC racer follows hot on the heels of Type R road car and will make race debut at Brands Hatch next month



■ AUDI SHOWS NEW R18

AUDI has taken the wraps off the latest version of its R18 e-tron World Endurance Championship and Le Mans 24 Hours contender.

This R18 is a development of the 2014 car, with a more powerful 4MJ hybrid system and tweaks to the suspension set-up that aim to improve tyre management.

Meanwhile, Nissan is delaying the debut of its WEC car until Le Mans itself, skipping Silverstone and Spa in favour of more testing.

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AE THE world is home to around 40 recognised and established car-producing countries. Collectively, this lot (plus a few other nations who dabble) produce a cool 68 million cars a year.

Britain is responsible for 1.5 million cars annually. Korea does 4.1m, the US 4.3m, Germany 5.6m, Japan 8.3m and China 19.9m. But what Blighty lacks in production volumes it more than makes up for in prestigious, state of the art models that make a great impact here and leave a deeper, positive impression overseas. Jaguar and Land Rover – both still designing and building their vehicles in the UK – prove this point brilliantly.

Of the hundreds of car makers worldwide, just eight have qualified for the prestigious finals of the World Car Awards to be staged at the New York International Auto Show on 2 April. One is Jaguar, another is Land Rover. The other six are BMW, Citroen, Ford, Mercedes, Volkswagen and Volvo. Or seen another way, 25 per cent of the WCA finalists this year (see wcoty.com) are British marques.

True, Germany dominates the 2015 WCA finals thanks to the BMW i8 and M4 Coupé/M3 saloon, Mercedes C-Class, S-Class Coupé, AMG GT and S 500 Plug-in Hybrid, plus Volkswagen Passat and Golf GTE. But little ol' Britain comes an impressive second with the Jaguar F-Type R Coupé and Range Rover Autobiography Black LWB. Then it's France (Citroen C4 Cactus), US (Ford Mustang) and Sweden (Volvo XC90) in joint third place.

What's hugely surprising here is that automotive giants such as Japan and Korea, with their numerous brands and state-of-the-art models, are conspicuous by their absence from the World Car Awards finals. Not one Asian model qualifies – despite the fact that the region is responsible for around half the world's car production.

In terms of what can loosely be described as designing and building the best cars on the planet, it's clear Germany, Britain, America, France and Sweden are ahead of Japan and Korea, and way ahead of China.

Asia might be the busiest car-producing region. Trouble is, it's falling short in its attempts to build the best, most desirable models – thus its failure to reach the World Car Awards finals. Asia's loss is Europe's gain.



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

W What Blighty lacks in production volumes it more than makes up for in prestigious, state of the art models

next issue

REVEALED



McLaren 570S Coupé revealed

Full details and pictures as wraps come off new Sports Series family

FIRST DETAILS



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First came the GLE Coupé – now the M-Class gets new look and new name



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** 17.1% of drink drive accidents are between hours of 5am and 1pm (Source: Dept. for Transport, Road Accidents and Safety Annual Report 2010)

* 4 Pints of Abbot Reserve contain 14.8 units of alcohol (Source: Greene King) and each unit takes 1 hour to leave the body (Source: NHS). Therefore 14.8 hours after 9pm the alcohol will have passed from the body.



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[#]At the end of the agreement there are three options: i) retain the vehicle: pay the optional final payment to own the vehicle; ii) return the vehicle; or iii) replace: part exchange the vehicle, subject to status.

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